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Vol. VI No. 263. 號七十月三 年九十二百九千一英 HONG KONG, SUNDAY, MARCH 17, 1929. 日七初月二 年巳己次歲 年八十國民華中 Price, 10 Cents Per Copy.

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ENGLAND BEATEN

AUSTRALIA WINS BY FIVE WICKETS

TALK ABOUT 1930 SEASON

PLAYERS "MOBBED" AT END OF FIFTH TEST

Ryder Gets the Last Boundary — and Confidence

Australia having secured revenge for defeat by three wickets at Melbourne in the Third Test, her victory by five wickets in the Fifth Test has given rise to talk about the prospects for 1930, when five games have to be played in England. This is what the respective skippers say:—

J. C. White of Somerset, who was captain in the match and vice-captain of the tour, interviewed by Reuter yesterday:

"Australia's victory was very much deserved and we do not grudge it. It will do them good while no harm has been done to England, although it would have been nice to finish undefeated."

J. S. Ryder:—I am highly delighted. I think Australia played the better all round game and Australia has benefited greatly for the future by these Tests and I expect Australia to be successful in the season in England in 1930. Too much praise cannot be given our men for their grit in sticking to their tasks in the final stages."

England has won the rubber and retained "the Ashes," of course, but yesterday's defeat was the first of the whole tour and the series of five victories in one rubber by Australia in 1920-1 remains unequalled. Australia is also two games up. Averages and statistics appear on the back page of this issue.

CROWD RUSHES ON FIELD

Australia beat England in the Fifth Test Match at Melbourne yesterday by five wickets after an uphill fight.

When the score was 283 (and 2 runs were needed to tie, 3 to win), J. S. Ryder, the Australian captain after having led the losing side four consecutive times—made the winning hit with a boundary off Larwood.

At the conclusion the crowd swarmed on to the ground. Don Bradman, who scored 37, running like a hare, was the only player to reach the pavilion. The others were surrounded.

Jack Ryder was shouldered by the frantic crowd while thousands inspected the wicket.

The huge assembly in front of the dressing room cheered repeatedly. The scenes of enthusiasm continued until the victorious Australians made an appearance on the balcony of the main pavilion. The final scores were:—

England

1st innings	519
2nd innings ...	257
	776

Australia

1st innings	491
2nd innings:—	
W. A. Oldfield, b Hammond	48
P. M. Hornibrook, b Hammond	18
W. M. Woodfull, b Hammond	35
A. Jackson, b Geary	46
A. F. Kippax, run out	28
J. S. Ryder, not out	57
D. Bradman, not out	37
Extras	18
Total (for 5 wkts.)	287

Fall of wickets:—1 for 51 runs (Hornibrook), 2 for 80 (Oldfield), 3 for 129 (Woodfull), 4 for 168 (Jackson), 5 for 204 (Kippax).

A. Fairfax, R. M. Oxenham, C. V. Grimmett, T. Wall did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Larwood	32.1	5	85	0
Tate	38	13	72	0
White	18	8	28	0
Geary	20	5	31	1
Hammond	26	8	53	8

Result of the Series

First Test, Brisbane: *England won by 675 runs*, Scores:—

	innings. 1st	2nd
England	521	342*
Australia	122	66

* for 8 wickets, declared.

Second Test, Sydney: *England won by eight wickets*, Scores:—

Australia	253	397
England	636	16*

* for 2 wickets.

Third Test, Melbourne: *England won by three wickets*, Scores:—

Australia	397	351
England	417	332*

* for 7 wickets.

Fourth Test, Adelaide: *England won by 12 runs*, Scores:—

England	334	383
Australia	369	336

Fifth Test, Melbourne: *Australia won by five wickets*, Scores:—

England	519	257
Australia	491	287*

* for 5 wickets.

In all, 119 Test matches between Australia and England have been played, resulting:—

WON BY	England	Australia	Drn.	Tl.
In Australia ..	28	37	2	67
„ England	18	11	23	52
	46	48	25	119

Yesterday's Play

Australia scored 114 runs yesterday, the eighth day of the match, for the loss of Kippax's wicket. He was not out on Friday with Ryder. Ryder and Bradman then proceeded to get the runs.

There were 15,000 spectators when play resumed yesterday. The weather was bright and breezy and the wicket hard. Great interest was shown. Spectators were admitted at half-price and they poured in.

The Englishmen were on their toes fighting to keep down runs and Duckworth, behind the stumps, was superb.

The 200 came when the innings had lasted 307 minutes.

Englishmen Surprised

Then Kippax was run out—204 runs for 5 wickets. He went for a fourth run but Ryder did not respond. Both batsmen were at one end and Tate, the bowler, easily broke Kippax's wicket when the ball was returned to him.

Don Bradman then went in. When Ryder had 27, he met with the narrowest possible escape from a throw in by Leyland. The appeal for run out was not sustained and some of the Englishmen who were near by were surprised at the decision.

Then the gates of the ground were thrown open free.

When the lunch interval came Australia had 248 runs for 5 wickets, needing only 38 more for victory. Ryder's contribution was then 37 and Bradman's 22.

Runs Come Come Freely

After lunch there were 30,000 people present.

The second ball of the first over be received after the interval, Ryder snicked to the slips. Hammond, fielding at second slip, moved to the right instead of towards the left and just touched the ball!

Runs came freely and Ryder reached 50 in 135 minutes after having played carefully on Friday and yesterday morning.

The turning point had come on Thursday when England collapsed in the 2nd innings and Oldfield and Hornibrook (two tail-enders) had given Australia a good start which she never lost. Woodfull, Jackson and the others carried on on Friday and the tide was definitely turned before lunch yesterday.

Ryder made the winning hit as described. He was in altogether for 139 minutes for his 57, which included 4 fours.

England's "Star" Bowlers

Australia got her 287 runs in 385 minutes.

Larwood, Tate and White failed to get a wicket between them and these three "star" bowlers had a bad match. Geary in the first innings and Hammond in the second took the majority of the Australian wickets.

Australia's newcomers to Test cricket, Fairfax, Hornibrook and Wall all justified themselves. Bradman and Jackson, the youngsters who came into the Australian XI earlier in the season, have won places for the future. Kippax and Oxenham have been persevered with. And Ryder, Woodfull, Grimmett and Oldfield of the old guard all did their bit.

MARATHON RACE

103 Run Over 8½ Miles Course

SOME GOOD TIMES

Gunner Katar Singh's Fine Victory

Inaugurated last year, when it was won by Pte. J. Tiernan, R.A.M.C., the second annual Hong Kong Marathon race under the auspices of the St. Peter's Church Young Men's Club was successfully held yesterday afternoon.

It attracted 103 entries and both the start and finish were witnessed by a large gathering of interested spectators. The competition was for both individual and team prizes. Any number could enter the race as a team, the "Nestanglo" team shield and medals presented by Mr. Tsang Fook going to the team of which five men finished the course first.

All the competitors, of course, went in for the individual prizes, but with the exception of six who ran as "individuals," they also ran as teams, as follow:—

St. Peter's Club, 8; H.M.S. "Suffolk," 10; 2nd Batt. King's Own Scottish Borderers, 16; Naval and Military Y.M.C.A., 7; 1st Batt Queen's Royal Regiment 7; 1st Batt. Somerset Light Infantry, 9; 1st Batt. Northamptonshire Regiment, 16; 3rd Batt. 15th Punjab Regiment, 14; and Hong Kong and Singapore Brigade, R.A., 10.

The Northamptonshire Regiment, it might be explained are the last of the original "Shaforce" to be moved from the Northern port and are at present in Hong Kong awaiting passage on H.M.'s troopship "Dorsetshire." They justified their entry in the Marathon by winning the second "individual" prize.

The Course

The course, over a distance of 8½ miles, was as follows:—

Start at Lyttleton-road (outside the hostel entrance of the Hong Kong University) along Lyttleton-road, through Park-road, then wind up Robinson-road, along the new Motor-road to the end of Conduit-road, then through the Conduit Viaduct to Mr. Biggar's House. Then along Pokfulam-road, down Dairy Farm Hill to point of Jubilee-road, along that road to Mount Davis-road, up Mount Davis-road to the Point of Pokulam-road, along that road, pass the Hong Kong University (front entrance) and along Bonham-road to King's College where the race ended.

The winner of the race, Gunner Katar Singh of the Hong Kong and Singapore Brigade, R.A., was also the first man in last year but then had the misfortune of being disqualified on account of his having gone out of the course when passing the Chinese cemetery at Pokfulam, and thus had to concede first place to Pte. Tiernan, of the R.A.M.C.

Katar Singh's time of 51mins. 33.4/5secs. was over a minute better than the time of 53mins. with which Tiernam won the race last year.

The First Seventeen

The names of the first seventeen runners to finish the course, with the times of the four prize winners are given below:—

(*Continued on Page 8.*)

FINE TO CLOUDY

The weather report, issued by the Royal Observatory last night at six o'clock stated:—

The position of the anti-cyclone is uncertain.

Moderate monsoon may be expected over the China Sea.

Local forecast:—N.E. winds, moderate; fine to cloudy.

WOMEN'S HOSTEL

Concert For Building Fund

CROWDED ATTENDANCE

By permission of the Vice-Chancellor of the Hong Kong University, a concert and dance in aid of the building fund of the University Women's Hostel, organised by the women undergraduates, were successfully held in the Great Hall of the University last evening.

About 400 tickets were sold long before yesterday and these, together with those who paid for their admission at the door, brought the number of the attendance to the vicinity of 500, all of whom spent a very enjoyable evening.

Effective Decorations

The decorations carried out by the Women Undergraduate Body Committee were on simple lines, but nevertheless very effective and pleasing. The broad stairs leading up to the Great Hall were flanked with flower plants and palms in pots, whilst the interior of the Hall was decorated with streamers around the pillars and hanging in loops in between. These were in the 'Varsity colours.

Inside the entrance to the Great Hall were erected, on each side of the door, two stalls laden with chocolate and candy done up in boxes to represent bricks with the following inscriptions above them:—

"Buy Nestles' Chocolate and Bonbons".

"Buy Bricks of Best Bonbons to help build the Women's Hostel".

"Buy Blue Bird's Toffee and Home-made Candy".

"Be a Brick and Buy a Brick for the Women's Hostel".

Water colour paintings of Hong Kong views, prettily framed, occupied the centres of the two stalls. These two pretty pictures were done by a clever painter who preferred to remain unknown, and were offered for sale to the highest bidders.

The Concert Programme

The function opened with a very enjoyable concert programme which started promptly at 8 p.m. In spite of the fact that following the example of the donor of the paintings those taking part in the concert elected to be unnamed on the programme, we are not betraying any secret in saying that they were well-known 'Varsity favourites, and as usual, they one and all acquitted themselves admirably.

The "mystery" programme was as follows:—

Overture—"The Toastmaster," (H. F. Odell).

Vocal Trio—"The Goslings," (Sir Fredrick Bridge).

Pianoforte Duet — "Il Corricolo Galop," (Durand de Grau).

Dance—"Ol' man River."

Pianoforte Solo—"Liebestraum," (Frank Liszt).

Vocal Solo—"Immortality," (Hermann Lohr).

Sketch—"Up to Date," (Sybil Caldwell).

Dance—"Minuet."

Finale—"Goodnight."

Refreshments were served after the concert, and then dancing was indulged in to excellent music by the Chinese Amateur Musical Association.

The women undergraduates wish to express their very sincere thanks to the following:—

The Chinese Amateur Musical Association for dance music.

Tsang Fook Piano Co. for loan of grand piano.

Morrison Hall for loan of orthophone.

Victoria Printing Press for printing tickets and programmes.

Botanical Gardens for loan of palms.

Public Works Department for transportation of palms.

Lane, Crawford, Ltd., for refreshments at reduced rates.

Nestle & Anglo-Swiss Condensed Milk Co. for chocolates.

The Blue Bird Co. for sweets.

A. S. Watson & Co., Ltd., for mineral waters.

Der A. Wing & Co., Ltd., the Sun Co., and the Wing On Co., for decorations.

The following are the members of the Women Undergraduate Body Committee, to whom much credit is due for the success of the function:—

Miss G. Ho Tung (Chairman), Miss O. Basto (Hon. Secretary), Miss B. Chan (Hon. Treasurer), Miss E. Wong (Concert Programme), Miss L. Lam (Decorations), Miss L. Todd (Refreshments), Miss A. Remedios (Sweet Stalls), and Miss W. I. Griffin (Advisor).

CHINA'S FAMINE

16 Million Sufferers in three Provinces

NANKING OFFICIAL'S REPORT

Deplorable State of Affairs In Honan, Shensi And Kansu

Nanking, Yesterday.

The Miniser of Public Health, who was recently sent to Honan, Shensi and Kansu to report on the actual famine conditions so as to give the Central Government a definite idea of the funds required and what best steps to take by way of relief work, reports that there are more than 7½ million famine sufferers in Honan, 6¼ million in Shensi and 2½ million in Kansu, making a total of more than 16 millions in these three provinces alone.—Reuter.

WAITING TO BE FED.—Some of the famine sufferers at Sanyuan, in Shensi province, getting "chow" from charitable organisations.

Things That Matter

To-day's Diary

Fifty Sunday in Lent.
St. Patrick.

Entertainments. — Queen's, "Silk Legs"; Star, "Wolf Fangs"; World, "Adam and Evil"; Harmston's Circus, 4.15 p.m. and 9.15 p.m.; Majestic Theatre: "Three Wise Crooks"; St. Patrick's Concert, St. Patrick's Hall, 9 p.m.

Lighting-up Time.—6.33 p.m.

Sports.—Golf, Bogey Pool; Fanling Hunt, Point-to-Point, Lok-ma-chau Cross Roads, 11 a.m.

Tides.—High, 2.16 a.m. and 1.18 p.m.; Low, 6.47 a.m. and 9.04 p.m.

Home Mails

Inward.—To-day — Patroclus (via Siberia).

Outward—To-morrow — President McKinley (via Siberia), 6 p.m.; Tuesday—Patroclus (via Marseilles), 6 p.m.; Wednesday—Empress of Asia (via Siberia), 10 a.m.

The Dollar

Yesterday's closing rate of the dollar on demand was 1/11-13/16.

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Hong Kong, 28rd February, 1929.

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The Colony And Prohibitions

The Colonial Government on July 28 wrote asking the views of the General Chamber of Commerce on the proposal that this Colony should be a party to the Convention and Protocol adopted at the International Conference at Geneva on November 8, 1927, dealing with the suppression of import and export prohibitions and restrictions.

A letter was enclosed from the Secretary of State for the Colonies drawing attention to the fact that in the provisions of the Convention and Protocol there were considerable divergencies from the preliminary draft which had been circulated in 1927, and in regard to which the Chamber had communicated with the Colonial Government stating that, in view of Emergency Powers possessed by the Governor-in-Council, it was not aware of any danger that elements in the economic life of the Colony would be injuriously affected as a result of adherence.

Copy of the Convention and Protocol was forwarded by the Government and it is stated in the annual report as the "considerable divergencies from the preliminary draft" were not held to affect Hong Kong in any way, the Chamber replied on August 14 indicating that it saw no objection to the Colony becoming a party to the Convention as finally adopted.

ARBITRATION

Rules Applied to Local Conditions

In January, 1928, the Legal Sub-Committee of the General Chamber of Commerce (says the annual report for 1928) considered the "Report of the Special Committee on Arbitration within the Empire" which had been forwarded by the Federation of Chambers of Commerce of the British Empire with a view to obtaining uniform procedure in commercial arbitration throughout the Empire. In reply to a letter from the Government requesting the views of the Chamber on the suggested rules, the Chamber wrote on June 11 that the rules had been submitted to solicitors for detailed examination. The Committee was in favour of uniform procedure in commercial arbitration throughout the Empire and, speaking generally, regarded the proposed rules as satisfactory.

Having received a report from its legal advisers, the Chamber wrote to the Government on October 13, stating that it had been decided to adopt the proposed rules with minor amendments to bring them into accord with local conditions. As regards the suggested interest of 5 per cent. on amounts of awards, the Courts in Hong Kong awarded interest on judgments at the rate of 8 per cent. per annum and the Committee proposed to adopt the same rate and to amend Rule 27 accordingly. In the matter of suggested by-laws rendering members of an Arbitration Committee ineligible for service as arbitrators, where circumstances warranted, the Chamber commended that it appeared unnecessary in Hong Kong to debar a member of the Arbitration Sub-Committee from acting as an arbitrator, in that this might unduly restrict the number of arbitrators available.

The new Arbitration Rules have been incorporated in the by-laws of the Chamber, printed with the memorandum and Articles of Association, and will shortly be forwarded to all members. Special attention is drawn to the arbitration clause recommended for inclusion in contracts.

CABLE DEPOSITS

Chinese Administration And Refunds

A member addressed the General Chamber of Commerce in June (according to the annual report for 1928) on the subject of the refund of deposits held against cost of telegrams by the Hong Kong office of the Chinese Telegraph Administration, enclosing copy of a letter from the Administration in which it was intimated that deposits could not be refunded except upon instructions from the Ministry of Communications, Peking. The letter added "As to the date of refund, however, we have to say that it would be some time before we can get the reply from the Ministry, inasmuch as all political affairs of the Peking Government are under reformation at present."

The Chamber on July 24 took up this question with the Colonial Secretary's Office, enquiring whether the Hong Kong Government has any control over the operations of the Chinese Telegraph Administration within the Colony, and, if so, whether any pressure could be brought to bear to expedite repayment of deposits of this kind. The Chamber remarked that it would appear reasonable that each local office of the Administration should be in a position to return immediately deposits made in its own area.

The Government replied on August 11 that it had been ascertained on enquiry that owing to confusion caused by change of management in the local branch and to the disruption of the Board of Communications in Peking, the affairs of the Administration were temporarily disorganised. The local management expressed the hope that the affairs of the Administration would shortly be reconstituted and that they would then be able to deal with the matter.

At the end of 1928 the refund had not been made.

SHARE MARKET

Moxon And Taylor's Weekly Report

Messrs. Moxon and Taylor, in their weekly share circular under date of on March 15, state:

Our market was very quiet during the past week with more sellers than buyers, consequently business was on a restricted scale, some of the favourable Industrials being quite neglected.

Shanghai market is quiet.

The following are the principal alterations since last week:

Banks:—Have undergone a decline and sales have been effected at $1290/75.

Insurances:—Continued steady with more buyers than sellers.

Hong Kong Hotels:—Weakened and are now quoted nominal at $9.10.

Hong Kong Trams:—Also suffered a setback and after business done at $18.60 close with buyers at $18½.

Hong Kong Lands:—Are unchanged with buyers at $63½.

Humphreys' Estates:—Are still wanted at $14¼, but there are no sellers.

Star Ferries:—Were unnoticed.

Steamboats:—Were on offer at $27½ without attracting buyers.

China Lights:—Met with more enquiry at higher rates and changed hands at $13¼.

China Providents:—Suffered a decline and are on offer at $4.85.

Electrics:—Were steady with some business done at $56 for the old shares.

Cements:—Could have been placed at $9.10 for the combined shares but there were no sellers unless at an advance on this price.

Watsons:—Still have buyers at $14, but shares are firmly held and there are no sellers at this price.

Wharves and Docks:—Are unchanged.

Banguets:—In anticipation of the renewal of regular dividends are very firm with buyers but no sellers at $2¾.

London Quotations of the 14th inst.: Banks £135; Indos Deferred £8; Shells £4 12 6 all middle prices.

Exchange:—The demand selling rate on London is 1/11-13/16 and the T./T. on Shanghai is Tls.78¼.

TRADE ENQUIRIES

Fresh Batch From U.S.A.

The following is a list of American firms or individuals who desire to establish connections with merchants in Hong Kong and who invite correspondence. (No responsibility is assumed as to the standing of the persons or firms named. Further information may be obtained at the Consulate-General):—

Rubbit and Hare Skins:—Samida Trading Co., Inc., 1406-20, Metropolitan-ave., Brooklyn, New York, desires to import the above in large quantities.

Electric Heating Devices, Ranges & Appliances:—A. J. Lindemann & Hoverson Co., Cleveland-ave., Milwaukee, Wis., desires to obtain a representative for the sale of the above products.

Bernerd Carlin Organisation 332, South Michigan, Chicago, Ill., exporters of hosiery, knit goods, clothing, candies, foodstuffs, furniture, household appliances, paints and specialities, desires to correspond with importers interested in the above products.

Automobile Tyre:—The Mansfield Tyre & Rubber Co., Mansfield, Ohio, desires representation.

Crystal Salt:—Sierra Salt Company, 553 Chamber of Commerce Building, 1151 South Broadway, Los Angeles, Calif., desires to secure an agent for the above product.

Road and Street Maintenance Equipment:—Littleford Bros., 443-457, East Pearl-street, Cincinnati, Ohio, desires to communicate with importers of the above.

Cro-Tex Repellent (used for disinfecting seeds and for repelling birds and rodents):—Bonide Chemical Co., Inc., Utica, New York, desires to appoint an agent in this territory for the sale of the above.

Motor Trucks:—Acme Motor Truck Co., Cadillac, Michigan, desires a local distributor. Catalogue may be seen at the Consulate-General.

Flashlights and Flashlight Batteries:—United States Electric Mfg., Corporation, 17 Battery Place, New York, desires to appoint an exclusive agent in Hong Kong.

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of Asia" arrived at Manila on March 10 (Sun.) at 8 a.m., left Manila on March 15 (Fri.) at 4 p.m., and is due at Hong Kong on March 17 (Sun.) at 8 a.m.

The C.P.S. R.M.S. "Empress of Russia" from Hong Kong on March 9, left Yokohama on March 14 at 3 p.m., and is due at Vancouver on March 23.

The C.P.S. R.M.S. "Empress of France" left Vancouver for Hong Kong, via Japan ports and Shanghai, on March 9, and is due here on March 28. She will leave for Manila at 5 p.m. on March 29.

H.K. FIRE INSURANCE

To Silver Reserve $100,000

DIVIDEND $43 PER SHARE

The following report of the General Managers (Messrs. Jardine, Matheson & Co., Ltd.), and the Consulting Committee of the Hong Kong Fire Insurance Co., Ltd., will be submitted to the Co.'s shareholders at the 60th ordinary meeting on the 26th inst.:

1927 Account.—This account shows a surplus of $738,521.47, and it is recommended that this sum be appropriated as follows:—

To pay a dividend of $43 per share	$344,000.00
To add to Sterling Reserve £25,000	247,422.68
To add to Silver Reserve	100,000.00
To add to Reinsurance Fund £4,758.18.10	47,098.79
	$738,521.47

1928 Account.—The balance at credit of this account is $675,329.19.

Consulting Committee.—The General Managers regret to have to record the death of Mr. H. P. White, who has been actively interested in this Company since 1905 in the capacity of a member of the Consulting Committee. Sir Robert Ho Tung, Messrs. C. Bernard Brown, A. H. Compton, L. Dunbar, A. S. Gubbay and T. E. Pierce retire but, being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Lowe, Bingham & Matthews and Piercy Smith, Seth & Fleming who, being eligible, offer themselves for re-election.

HONG KONG BANK BILL

Notice has been given that the Hong Kong and Shanghai Banking Corporation intends at an early date to apply to the Legislative Council for a Bill to amend the Bank's constitution.

Full particulars are given in the "Gazette" and the matter from the point of view of public interest, has been thoroughly gone into by the retiring chairman of the Court of Directors (Mr. A. H. Compton) at the extraordinary meetings.

THE THEOSOPHICAL SOCIETY.

7, Queen's Rd. C., 2nd floor, (Over the Mercantile Bank of India).

WEEKLY PUBLIC LECTURES.
Thursday, March 21, at 6 p.m.
"ZOROASTRIANISM"
Speaker . . Mrs. M. P. TALATI.
All Are Welcome.

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"BEAR BRAND" MILK
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All replies must be called for.

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WANTED.—For Young English Girl passage or part passage to England in return for services. Reply: Mrs. J. McCormack, The Bungalow, Quarry Bay.

FOR SALE.

FOR SALE.—Large Rickshaw, in perfect condition; pneumatic tyres; recently overhauled. Can be seen any time. Y.M.C.A., Kowloon.

APARTMENT TO LET.

FAMILY HOTEL.—Victoria Gardens. Quiet APARTMENTS and SUITES of ... Full board from $95, $110, $130 monthly, large commodious rooms, also daily rates; five minutes from Ferry, next new Hotel, Hankow Road, Kowloon. Tel. No. K. 357.

MRS. BETEN'S BEAUTY PARLOUR.

The cleanest and the most up-to-date place in town, where all beauty treatments such as permanent Hair Waving, Marcelling, Hair Cutting, Water Waving, etc., are done by experts. Manicuring—(Mrs. Bogdatskiai)—The only real expert who can make ugly, unsightly nails look really beautiful. Her services are available for both ladies and gentlemen. Peninsula Hotel: Ladies' Beauty Parlour, 1st floor inside the Cloak Room. For appointment, Tel. K. 681. Room 34.

TUITION

MISS DE COUDAR'S FRENCH DANCING ACADEMY, 17, Queen's Road (teacher Royal House and member "International Society Artists"). Latest steps all ball-room Dances. VALE BLUES, FRENCH and ARGENTINE TANGO, etc. Private tuition daily. Special rates Service men.

EUROPEAN MUSIC and LANGUAGE SCHOOL, 17, Queen's Road. Piano, Mandoline, Banjo-Mandoline, Violin, Clarinette, harmonium (Special rates Service men). FRENCH, GERMAN, LATIN classes, by University diplomaed young lady, $6 monthly. Private tuition daily. Painting lessons by lady, pupil Bouguereau.

SPECIAL PHYSICAL CULTURE CLASS.

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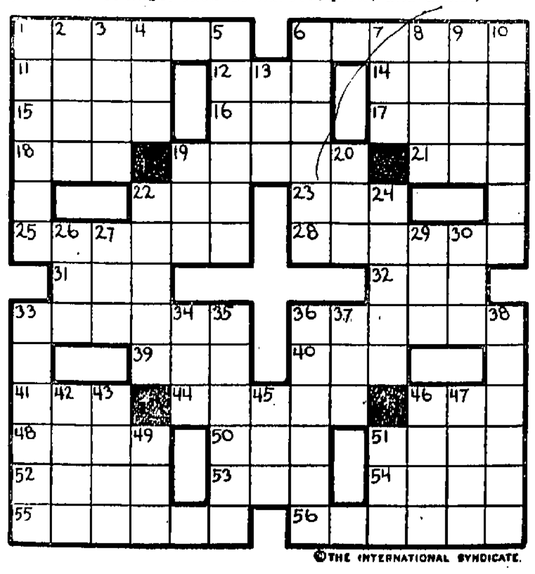
BILLY DEAN
THE CELEBRATED LANCASHIRE COMEDIAN
and
TOPSY LEE
LONDON'S MINIATURE SOPHIE TUCKER
TO-DAY & TO-MORROW
AT ALL PERFORMANCES
USUAL PRICES

OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



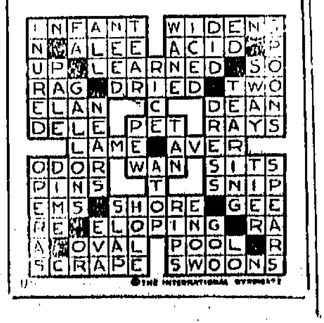
HORIZONTAL
1—Concealed in the earth
6—Acid
11—Twenty quires of paper
12—Head
14—Roman emperor
15—Goddess of discord
16—Brother (abbr.)
17—Precise
18—Noise
19—Entries in an account
21—National Education Association (abbr.)
22—A unit
23—Sick
25—Mapped out
28—Pertaining to blue
31—An artificial language
32—Wager
33—To lay at anchor
35—Doze
39—Born (French)
40—Over (poetic)
41—A pat

HORIZONTAL (Cont.)
44—S. American animal
46—Man's name (short)
48—Dash
50—Period of time
51—The only one
52—Flower
53—Prefix. Three
54—A demon
55—Sharp pointed instrument
56—Pushes gently

VERTICAL
1—Believe
2—Combining form. Air (Greek)
3—Eldest son of Adam
4—His Majesty's Ship (abbr.)
5—Obligated
6—Pertaining to bromin
7—High explosive (abbr.)
8—Quill-like bird
9—Large lake

VERTICAL (Cont.)
10—Pertaining to people of modern Greece
13—Metric land measure
19—To freeze
20—Crafty
22—Fruit of the oak
24—To toil
26—River (Spanish)
27—Bustle
29—Lately made
30—Pronoun
33—Pertaining to the present
34—Snake-like fish
35—Cancel
36—Province
37—The tumeric (Tahiti)
38—Penetrate
42—A drug plant
43—Foundation
45—Arrived (abbr.)
46—A strong ale (Prov. Eng.)
47—To the lee side
49—Boy's name (short)
51—Turf

LAST WEEK'S SOLUTION.



THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND 3/6.
Sole Agents: LACROCHE Co., Haymarket, S.W.1, London.
SEE TRADE MARKED WORD "THERAPION" IS ON GOVT. STAMP AFFIXED TO GENUINE PACKETS.

S'HAI EXCHANGE

Review for the Week Ending March 2

SILVER STOCKS

Although silver prices showed a fair advance during the week, due principally to the direction of China, one cannot consider the market as firm. The essentials for a permanent rise are lacking at this juncture, for stocks of silver locally are increasing instead of going down. This is due not only to the usual arrivals of her silver from abroad, but also to the arrivals at Shanghai of silver dollars which are beginning to filter through from outports.

Tael prices of dollars are, in these circumstances, kept at low price levels, much under cost of minting. Nevertheless, it would not be surprising to hear shortly that either one or both of the coinage plants of Hangchow or Nanking have restarted work. It must be borne in mind that these establishments have to continue the maintenance of a skilled staff of workers, independently of whether the mints are working or kept idle.

Exports Slack

Exports from Shanghai have been slack recently, Silk is not in demand from Lyons for the time being, though America has been buying moderately in our market. General imports would not call for comment, if it was not for Indian raw cotton, which has had a very large market here during the past two weeks.

In the beginning of the week, rates of exchange in the Shanghai market showed weakness, but on Wednesday speculators began selling moderately. On Thursday morning, a leading gold dealer (who had been carrying a large overbought gold position) sold between £200,000 and £300,000, which sums were, however, readily absorbed by the market. These sales undoubtedly had the effect of preventing quotations from sagging. On Friday, speculators continued to sell on a moderate scale, business being done at 2s. 7d. for June. The yen cross declined further during the week to U.S. $44⅞ for near delivery.

Record of February Business

	High	Low
£	2/7 ⅛	2/6 ½
U.S. $	62 15/16	61¾
Yen	74⅛	72⅛
Bullion:		
Silver, London	26 5/16	25⅝
Silver, New York	56¾	55⅝
Silver, Bombay	59.05	58.04
Gold Bars	362.30	353.80

Silver in America

The organised production of silver in the United States dates back to 1860. Between 1861 and 1870, the average annual production amounted to only 7,800,000 oz., as compared with about 63,000,000 oz. during the past decade. The undermentioned States have, during 1928, produced the following quantities of silver (figures in troy ounces):—

Alaska	403,000
Arizona	6,347,000
California	1,410,000
Colorado	3,973,000
Idaho	8,878,000
Michigan	4,000
Missouri	152,000
Montana	10,002,000
Nevada	5,392,000
New Mexico	799,000
Oregon	28,000
South Dakota	90,000
Tennessee	95 000
Texas	1,891,000
Utah	16,856,000
Washington	94,000
Sundries	46,000
Total	50,020,000

The total output of the Kailan Mining Administration's mines, for the week ending March 2, amounted to 48,309 tons, and the sales during the period to 103,098 tons.

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HONG KONG — MACAO LINE.

From Hong Kong:	From Macao:
8.00 a.m. "SUI AN" from Wing Lok Wharf (Sundays Excepted)	8.00 a.m. "SUI TAI" (Sundays Excepted)
2.00 p.m. "SUI TAI" (Sundays Excepted) do.	2.00 p.m. "SUI AN" (Sundays Excepted)

SUNDAY EXCURSION :—

From Hong Kong: 9.00 a.m. "SUI AN" — From Macao: 4.00 p.m. "SUI AN"

SUNDAY, 17th March.

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TEL C 6960

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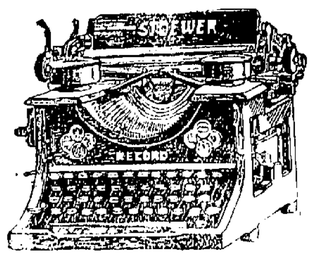

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HACOSAN — A SWISS PRODUCT — HACOSAN

NUTRITIOUS, STRENGTHENING, COMFORTING.

A DELICIOUS MORNING OR EVENING DRINK FOR YOUNG AND OLD.

HACOSAN is a very appetising nutritious Food composed of fresh eggs, new milk, malt extract, and cocoa. It is very soluble, and easily digested and assimilated. Being rich in Vitamins, it is excellent for those in good health, as well as for delicate children, convalescents, expectant and nursing mothers, and persons suffering from overwork or nervous strain.

It is prepared by simply stirring two or three teaspoonfuls into a cup of warm milk, and adding sugar to taste.

HACOSAN must on no account be boiled, or the value of the Vitamins will be destroyed.

On Sale Everywhere. Sole Agents.

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KEE MUN TEA

HIGH GRADE QUALITY BLACK CHINA TEA.

A Tea of excellent quality possessing a beautiful flavour which will appeal to all.

To be obtained from all the leading Stores and Compradores.

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QUEEN'S ROAD C., HONG KONG.

Head Office. Hankow.

HOME SPORT.

OXFORD AND THE BOAT RACE

The Dark Blues are in deadly earnest over this year's Boat Race. They must have used some persuasion to get Mr. Harcourt Gold, the famous Old Blue and coach, to come out of his retirement to take complete charge of the coaching. They are departing from tradition in two respects. In ordinary years the president chooses the crew, but this year they are leaving this duty to Mr. Gold. Also they are using an eight rigged boat with swivel rowlocks. Doubtless this latter move was inspired by the success achieved in recent years by the Tideway clubs with swivels. On the other hand, the Tideway clubs only reached the top of their form after two years' practice with swivels, and then some record their success as due to their long slides rather than to their swivels. Still, Oxford deserve to be congratulated for making the experiment, even if they do not use swivels in the actual race.

* * *

The Cambridge Stroke

Cambridge are still very unsettled about their stroke. They have already tried four, which must surely be a record. These are, J. B. Collins, R. J. Elles, J. G. H. Lander, and T. A. Brocklebank. Any one of these is perfectly competent to lead a crew as Cambridge seem likely to be this year. Collins is not thought to be a serious candidate for this position, although he has had considerable experience of stroking. Elles stroked Cambridge to victory two years ago, and though he seemed off his form last year, has fully regained it this season. Lander has improved greatly this year in steadiness, but still shows uncertainty of beginning. Brocklebank is rowing neatly and strongly this year, and is perhaps the most promising of all these candidates.

* * *

The Grand National

It is the general feeling in the racing world that something will have to be done about the Grand National. This year, after Tipperary Tim's amazing win in the last event, all sorts of crocks have been put into the race in the hope that another disaster will enable a third-rate horse to win. If only half the entries went to the post there would still be a field of sixty. Many prominent people interested in racing feel that the only thing to be done is not to run the race as a handicap. All the platers would soon be got rid of, if all the candidates were put on the same mark.

* * *

Hulme And Cricket

The Arsenal's international winger, Joe Hulme, will probably be on the ground staff at Lord's next summer, with the intention of qualifying for Middlesex at cricket. The matter has been discussed, and it is now merely a question of terms. In past seasons Hulme played for York in the Yorkshire Council, and was considered one of the best batsmen in that huge competition. Only last August he played a fine innings against an M.C.C. eleven for a North London club, and scored a century off Bowers who had played for Middlesex. He is no mean bowler, and his outfielding is remarkably good.

* * *

Guy Morgan

Guy Morgan, who has lately been appointed captain of Cambridge Rugger, is the second Welsh international in the course of three seasons to gain this position. Rowe Harding having held office for the 1927 match C. D. Aarvold, the former captain, has left Cambridge to take up a business appointment in Leeds. After leaving the Varsity Morgan will probably go to Guy's Hospital, like his famous international uncle, Dr. Teddy Morgan. F. H. Waters, a forward with a Scottish qualification has become Rugby secretary, and F. M. Heywood is the assistant treasurer.

Duller Off To Switzerland

The well-known jockey, George Duller, has not yet recovered from the effects of his wasting while riding in America last year. He intends to spend some weeks in Switzerland at Grindelwale in the hope that it may improve his health. If this stay has the desired effect he will ride in a number of races before he goes into a nursing home for a slight operation. When he has recovered from this he is going to America.

* * *

Frank Woolley's Pupil

The Newab of Patandi is so keen on cricket that he is being coached during the winter months at the indoor school at Acton. Frank Woolley, his coach, has high praise for his young pupil—he is not yet 19—and says that he is the best bat he has seen. The Newab should prove a great asset to Oxford University next season. He also hopes to play for Sussex, but has not yet qualified for that county.

* * *

Death of England Back

William Williams, who has lately died, was a Soccer player of note in the 'nineties. He played for West Bromwich Albion from 1894 to 1900, and took part in the F.A. Cup final in his first season with them, when Aston Villa gained the victory by one goal. He played six times for England, against Scotland in 1898, against Wales in 1898 and '99, and against Ireland three times, in 1897 and the two following seasons.

* * *

Australian Oarsmen

During the last few seasons Oxford seems to have had some good Australian oarsmen. From Sydney University have come Morphett, W. A. Bloomfield, and R. N. McCullough, and from Tasmania, A. Inglis. They will doubtless be glad to welcome Victor R. C. Brown, the 1929 Western Australian Rhodes scholar. Brown is only nineteen years of age, but he has had a considerable amount of rowing experience, as he was in his 'Varsity's boat at Port Adelaide when they won the recent inter-'Varsity eights championship of Australia.

* * *

Unlucky Serrurier

L. R. Serrurier, a South African who was up at Oxford at the same time as R. H. Bettington, seems to be as unlucky as the Australian in securing selection to represent his country against England. Even in his 'Varsity days, he was not over lucky. In the Freshmen's trial match in 1925 he took ten wickets for 72 runs, and although he seemed a certainty for his Blue, he missed it. Serrurier played for Western Province during the recent South African cricket trials, and was thought to have played himself into the Springbok touring team for England, when in consecutive innings he hit 59, 51, and 171 runs, but the selectors did not give him a hearing. It is to be hoped that he will soon see the end of his run of bad luck.

* * *

Scottish Defeated

There was a finely contested game between Blackheath and London Scottish in which the former proved the victors by 13 points to 11. In the first half the Scots had most of the game, but just before the interval the Heathens began to assert themselves, and Morris scored a try, Kemp converting. Roughead replied for the Scottish with a try. After the interval there was a fierce battle for some ten minutes in which both sides scored unconverted tries. Then Waters got over for the Scottish and a successful kick by McCullough placed them ahead. This was the signal for Blackheath to gather all their forces together and they gave a really magnificent display during the last ten minutes. They found the Scottish worthy opponents, however, and had to fight hard before Morris gained a try which Kemp converted.

Four Rugger Brothers

There are many cases of two brothers who play first-class Rugby, but few families can boast of four. One of these few is the Jones family, of which Henry, Robert, Jack and Richard, all play or have played Rugby. They have all been in their school-Bedford-XV. The eldest, Henry, played for Richmond after the war until 1923, and gained an East Midlands cap. Unfortunately he was crocked before he could play in the English trials. Robert, or "Bobby", also played for Richmond and gained an East Midland cap, but he was able to go on and has played for Wales against England, Scotland and France. Jack was chosen for the United Bank XV. and has played for Middlesex. He now plays for the London Welsh, and so does "Dicky." The latter has just made a highly successful debut for Wales against England. He is only 23, and though the youngest in age of the four brothers, is a good-sized "baby", as he weighs 14st. 21lb.

* * *

Brother Internationals

The case of the brothers Roberts playing in the Welsh team recalls similar family affairs. Perhaps the most famous brothers were the Jameses, who are now both dead. Only last year, however, A. and D. E. John played together at half-back for Wales, and nearly 40 years ago A. J. and R. Gould played together in the Welsh team for several years. One of the most notable of English partnerships of this kind was that of Charles and E. Temple Gurdon, who played in the England pack for a year or two in the 'eighties.

* * *

All Black To Turn Dark Blue

If he is sent to England, P. C. Minns, the twenty-one-year-old Auckland candidate for this year's New Zealand Rhodes Scholarship at Oxford, should prove a valuable addition to the Dark Blue Rugger team. He played for the All Blacks against the visiting Waratahs in the Test games during the past Dominion winter. Should he arrive at Oxford, however, he may distinguish himself in other ways besides Rugger, as he is a very fine runner and excels in all manner of athletics.

* * *

Something To Live Up To

It is well known that Jack Hobbs and Herbert Sutcliffe are firm friends, and it will, therefore, come as no surprise to readers to learn that Sutcliffe has christened his eldest son "Hobbs." Often, it is true, an aptitude for sport of all kinds runs in a family, but this boy will have more than most to live up to. It will be hard enough for him to follow in the footsteps of his famous father but to emulate Hobbs as well, is, one feels, asking too much.

* * *

Footballer-Cricketers

By a strange coincidence both the new officers elected by the Cambridge Association Blues are good cricketers. M. B. S. Bower is succeeded by A. D. Bonham-Carter as captain. Bonham-Carter is already a Crusader, being a very fine hitter. He keeps goal for the University, but plays at centre-forward for his college. He also plays Rugby. G. D. Kemp-Welch, who has been appointed Hon. Secretary, has not yet had a chance of proving his worth as a cricketer at Cambridge, as he is only a freshman, but he is expected to be prominent. He is a twin brother of the famous rackets player.

* * *

Fenner's

It has been remarked before that Fenner's is becoming more and more up-to-date, and further improvements have lately been carried out, for Cambridge seems to be taking an even greater interest in athletics than usual of late. The new stand and railings have improved the place wonderfully, and now they are thinking about the "trimmings." A large golfing umbrella, of a light blue shade has been procured for the officials, to protect them from the almost invariable rain, and a set of megaphones have also been purchased. These are of the same light blue tint.

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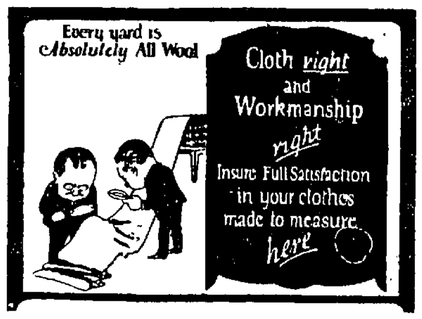

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SOCIAL GOSSIP

Lord Carson was 75 on February 29.

Mr. J. P. Bourne, manager of the Peninsula Hotel, left for Shanghai by the s.s. "President Taft."

Admiral Mark K. Bristol, Commander of the U.S. Asiatic Fleet, paid an official visit to Canton.

Lord and Lady Erskine and the Hon. Victoria Erskine left London for New York on February 9 on their way to Florida.

Mr. W. J. Lockhart-Smith has appointed Assistant Land Officer and Deputy Registrar of Marriages from March 12.

The Colonial Secretary (Hon. Mr. W. T. Southorn, C.M.G.) and Mrs. Southorn paid a short visit to Canton last week-end.

Mr. V. C. Branson, M.C., A.R.C.S., D.I.C., B.Sc., A.I.C. is appointed Government Analyst during the absence on leave of Mr. E R. Dovey.

Princess Alice, Countess of Athlone, and the Earl of Athlone, Governor-General of the Union of South Africa, celebrated on February 10 their silver wedding anniversary.

Mr. A. W. da Roza returned to the Colony on the "President Taft" from Manila, and Sir Ely Kadoorie and Mr. L. Kadoorie by the s.s. "President McKinley."

The Hon. Mrs. Caroline Catherine Wilkinson, wife of Colonel George Wilkinson, of Dringhouses Manor, Yorkshire, a sister of Lord Decies, died on February 9 at Bath. Mrs. Wilkinson, who was in her sixty-eighth year, was the daughter of the third Lord Decies and the Dowager Lady Decies. She had been ill for some time. Mrs. Wilkinson was a great traveller, and had visited almost every country in the course of an exceptionally active life. She was the second wife of Colonel Wilkinson, whom she married in 1880.

His Excellency the Governor, Sir Cecil Clementi, K.C.M.G., Knight of Grace of the Order of St. John, will conduct the annual inspection of St. John Ambulance Brigade on the Murray Parade Ground on Tuesday, March 26, at 5.15 p.m.

The forthcoming marriages are announced of Mr. C. E. Sherwin, solicitor, of Hankow, to Miss R. R. Hill, of Evercreek, England, who is coming out to Hong Kong; of Mr. F. M. Jose dos Remedios, bank clerk, No. 2, Mosque-junction, Hong Kong, to Miss L. M. P. Peres, No. 8, Tong Hing-road, Kowloon; and of Mr. James Chang Ling Wong, described as a superintendent engineer, of No. 86, Bonham-road, to Miss Edith Sue On of No. 1, Beautiful-terrace.

The Brusse's correspondent of the Vienna newspaper "Stunde" suggests that, as a result of the agreement between the Vatican and the Italian Government, the betrothal of the Prince of Piedmont, heir to the Italian Throne, and Princess Marie Jose, only daughter of the King and Queen of the Belgians, will be announced shortly. This oft foretold engagement, the

Prince of Piedmont

correspondent declares, has always been hindered by the Belgian priesthood, particularly by the Bishops of Antwerp, Liege, and Mechlin, who followed the instructions of the Vatican to the prevent at all costs the marriage of the daughter of strictly Catholic Belgian House with the son of the Italian Royal House, which was almost under the ban of the Church.

Lord Knaresborough has returned to London from the Riviera.

Lord and Lady Stafford sailed on February 9 for the West Indies.

The Earl and Countess of Albemarle are sailing in the Leicestershire for the East.

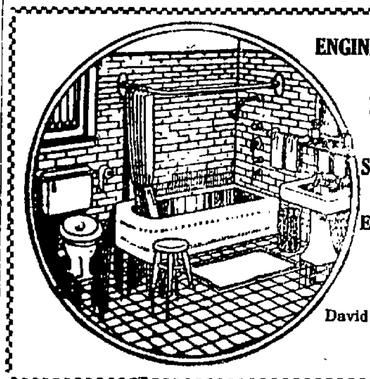
Viscount Astor and Viscountess Astor, M.P., have left London for Switzerland.

His Honour the Puisne Judge (Mr. Justice Wood) and Mr. Neilage S. Brown have been appointed members of the Court of the University.

Mr. H. L. Lockhart (hitherto of the Sanitary Department) has been appointed Inspector of Juvenile Labour and Inspector of Factories during the absence on leave of Inspector F. Meade.

Passengers from Penang to Hong Kong by the P. and O. s.s. "Naldera" were Dr. Mott; Mrs. and Miss Mott, Mr. and Mrs. Prescott, Mr. and Mrs. Rickmers and Miss Rickmers, Mr. and Mrs. Mein Austin, Miss E. Grauert, Messrs. E. Fisher, O. Dawbarn, W. Schram, and F. Tisbury; and from Singapore:—Dr. A. Douglas, Mr. and Mrs. Baldyngun, Mr. and Mrs. Fleming, Mr. and Mrs. Webster, Mr. and Mrs. Soames and infant, Mr. and Mrs. Mather, Miss E. Davidson, Mrs. and the Misses J. and R. Wellman, Messrs. M. Webb, J. McLeod, Waddell, Butterworth, and Douglas.

Commander D. Maxwell, Commander D. Lambert and Mrs. Lambert, Mr. and Mrs. Bird, Mr. and Mrs. Strange, and two infants, Misses J. Honess and D. Dunnett, and Mr. D. Macdonald arrived on Friday by the P. & O. s.s. "Naldera" from Home. Other passengers to Hong Kong by the same steamer were Mr. and Mrs. Goodrich from Port Said; Messrs. S. Schofield, A. Judd and R. White from Marseilles; Major G. Ogilvie and Messrs. H. Richardson and H. Contauche; Mr. and Mrs. Park and two sons, Mr. and Mrs. Clarke, Miss Clarke, Miss Cochrane, and Messrs. P. Cory and H. Garle from Colombo.



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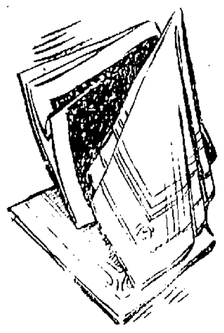

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FOOTBALL SURPRISES

Chinese Athletic Lose to Kowloon

SHIELD MATCHES

South China Defeat The Navy

The second round of the Hong Kong Shield was productive of fine matches, especially in the Senior Division where Kowloon, by a brilliant victory over the Athletic, provided the big surprise of the day.

South China also sprung a surprise by defeating the Navy, although the latter lacked the services of several prominent players.

The Club de Recreio played a thrilling draw with the Police and the "Somersets" gave a good show in both divisions.

The Navy Regiment, the K.O.S.B., and the Chinese Athletic all got through in the Second Division as expected.

All the matches were fought out in a good spirit and free from serious incident.

RESULTS AT A GLANCE

Hong Kong Shield—Division I

South China "A"	2	Royal Navy	1
Chinese Athletic	1	Kowloon	2
Club de Recreio	2	Police	2
Somerset Regiment	2	R.A.	2

Division II

Royal Navy	2	Police	1
Somerset Regiment	2	South China "B"	3
Chinese Athletic	7	P.W.D.	1
K.O.S.B. Res.	7	R.A.F.	0

League Division II

R.A.	1	Queen's Regiment	3
Club de Recreio		Eastern	*

* Match off; Eastern did not appear.

H.K. Shield—Div. I

SOUTH CHINA A.A. v. ROYAL NAVY

These teams met at Caroline Hill before a good crowd. South China played well and improved on recent displays, being good winners at the final by the odd goal in three.

The teams lined up as follows:—

South China:—Pau Ka-ping; Li Tin-sang, Lau Mau; Leong Yin-chiu, Leung Wing-tak, Leung Wing-chiu; Tsang Chiu, Wong Mee, Fung King-chung, Pau Ka-chuen, and Ip Pak-wa.

Royal Navy:—Brockman ("Titania"); Barkham ("Tamar"), Baker ("Titania"); Chauner ("Tamar"), Hughes ("Suffolk"), Moss ("Cumberland"); Van Tromp ("Hermes"), Firth ("Hermes"), Peacock ("Suffolk"), Kernick ("Titania"), and Preston ("Tamar").

Referee:—C.P.O. Conan, R.N.

South China kicked off and Barkham was early in the picture with a fine clearance, South China's forwards early showing good form. The Navy were away from the relief, and Pau had to kick away from Preston. The sailors kept up the pressure and looked like scoring, until Ip Paw-wa went down the wing, and Pau Ka-chuen put over when well placed. The Chinese were through but the goal was disallowed. From good work by Van Tromp, after a fine kick by Barkham, Peacock put the Navy one up.

South China played spiritedly and during pressure on the Navy goal Leung Wing-tak smashed a fine drive past Brockman, and the sides were level.

Pau saved at full length from Firth, and Kernick put outside with the defence beaten. The Chinese backs defended stoutly, and the interval arrived with the score one all.

Exciting Play

The second half restarted brightly, Peacock being nearly through early. From a corner Lau Mau cleared cleverly. Fast and exciting play followed, Peacock just failing to bring the ball down when in a good scoring position. Following good work by Fung and Ip Pak-wa, after severe pressure, Chauner headed into his own goal past Brockman, and South China led.

Firth was injured but returned. Still hurt, however, he tested Pau with a beauty which the goalkeeper saved well. South China appeared more lively than the Navy who could not get the final touch in. Li Tin-sang and Lau Mau, by steady defence, kept the sailors out when they attacked desperately in the closing stages.

Both teams came close, but the final whistle came with South China winners of a fine fast match.

The Game Summed Up

The South China team as rearranged was a success. Pau kept a safe goal with less to do than Brockman. Lau Mau played a fine game at back. The halves were steady, Leung Wing-tak doing well in a good line. Fung, Ip Pak-wa, and Tsang were the pick of a clever forward line, who played with rare dash.

The Navy appeared at times slow, although they gave many clever touches. Brockman was slightly at fault with China's second goal, but Baker and Barkham—particularly the latter—were great backs. Moss was the pick of the half backs, who appeared at times on the slow side when attacking. Peacock was ever a forager, but tried to do too much, and played out of luck. Van Tromp and Firth were the steadier wing, but Kernick was bright at times, without striking his real form.

The match was a good one, of the real Cup-tie order and played by both teams in the right spirit; but many of the referee's decisions on both sides were often open to question.

CHINESE ATHLETIC v. KOWLOON

A Sensational Result

Kowloon's narrow victory came as a complete surprise to every one, for not even their most enthusiastic supporters could have had much confidence in their ability to gain the day at the expense of the Athletic. There was nothing in the nature of a fluke about their win, however, for they were clearly the better team throughout the first half, and after the interval defended so stoutly that the Athletic forwards for once found themselves well nigh impotent. The Athletic made the fatal mistake of taking matters too easily at first, and so have only themselves to blame for their defeat.

The teams lined up as follows:—

Chinese Athletic:—Chan Sek-pui; Wong Shui-wo, Lai Yuk-tat; Ho Cho-yin, Wong Shui-wa, Lam Yuk-ying; Ng Kam-chuen, Sek Pui-tim, Wong Pak-chung, Suen Kam-shun, and Chan Kwong-iu.

Kowloon:—Angus; Guest, Pile; Dowman, Easterbrook, Hast; Eastman, Hedley, Morgan, McKelvie, and Miles.

Referee:—Master-at-Arms Vosper, H.M.S. "Cornwall."

An Early Penalty

Kowloon started aggressively, and after a fine run by Miles, Chan Sek-pui tipped a scorcher from McKelvie over the bar for a corner. The ball was placed accurately, and Lai Yuk-tat had the misfortune to handle in the penalty area. McKelvie took the kick and gave the goalkeeper no possible chance with a beautifully placed drive.

This early reverse seemed to unsettle the Athletic forwards, their work being nothing like so convincing as usual. Kowloon continued to press, and Hedley lost a great chance of adding to the score by hesitating. Chan Sek-pui was repeatedly in action at this period, and brought off two fine saves from Eastman and Morgan. Miles ran down and forced a corner, from which Kowloon went further ahead. Eastman netting after a shot from Hedley had been deflected.

Hedley and Eastman were playing a fine game on the Kowloon right wing, the latter's centres being a constant source of anxiety to the opposing defence. The Athletic got moving at last, and Suen Kam-shun shot wide from a good position. A moment later Ng Kam-chuen got clear away, but Angus rushed out to the rescue of a dangerous situation. Eastman caused a sensation by breaking through, only to shoot high over an open goal. Pile earned warm applause for a magnificent tackle from Ng Kam-chuen, and at the other end Miles shot right at Chan from five yards' range. An exciting melee in the Kowloon goal mouth was relieved by the award of a free kick to Kowloon, and a moment later Ng Kam-chuen struck the side of the net with a rasping drive. Just before the interval Athletic made a concerted rush and Angus saved from Wong Pak-chung right on the goal line, the Athletic players vainly appealing for a goal.

Half-time:—
Athletic 0
Kowloon 2

Played re-opened quietly, but the Athletic were soon pressing, Ng Kam-chuen losing a great chance by miskicking. A fine piece of work in which Hedley and Eastman were involved led to Morgan heading in, but Chan brought off a clever save. Suen Kam-shun and Chan Kwong-iu contributed a clever movement, Angus tipping the former's shot over the bar, whilst a moment later the goalkeeper made a brilliant save from Wong Pak-chung.

The Athletic were having more of the game at this period, but their forwards were distinctly off colour. A severe bout of pressure came to an end when Guest cleared with a fine punt, and the Kowloon forwards went through in a line, but Miles shot wide from an excellent scoring position. The Athletic came back, and Pile got in the way of a terrific drive from Suen Kam-shun, play being stopped for a moment while he recovered his wind. At length success came to the Athletic, Suen converting a centre from Ng Kam-chuen.

The closing stages saw the Athletic making a thrilling struggle for the equaliser, but Angus defended his charge magnificently, whilst Pile and Guest were both in great form.

Result:—
Athletic 1
Kowloon 2

CLUB DE RECREIO v. POLICE R.C.

Draw After Extra Time

Played at King's Park, Kowloon, the match resulted in a draw, after extra time.

The teams were lined up under Mr. F. Smith in the following order:—

Club de Recreio:—N. Beltrao; P. Xavier, Silva-Netto; Sousa, A. Remedios, C. Remedios; B. Gosano, Ward, A. Gosano, Rocha, and Brown.

Police R.C.:—Clarke; Wynne, Muir; Jessop, Hudson, Britain; Howarth, Oram, Fraser, MacGreavy, and Pile.

The Police won the toss and a spirited display commenced, A. Gosano making a head line for the visitors' goal. Although he and his supporting forwards met with aggressive opposition in a struggle in the goal area, Gosano made no mistake when he received a neat pass from Sousa, which, with remarkable acumen, he converted into the first goal for his side.

This encouraging start for the home team also seemed to inspire the Police to greater efforts and brilliant mid-field play ensued. The general run of the play at this stage seemed to indicate a further goal for the Recreio especially when Gosano passed back to Brown, who took a quick-time shot which grazed the cross-bar on the wrong side. From the goal kick the Police got away and what appeared to be a nasty situation was averted by the skill of Xavier, who temporarily transferred the play. The Police, however, again attacked and the Recreio goal area was the scene of a scramble out of which Fraser managed to get the equaliser.

Again on level terms, play began in real earnest, but the general run of the exchanges proved to be slightly in favour of the home team. In spite of narrow escapes on both sides, no further goals were recorded.

Half-time:—
Club de Recreio 1
Police R.C. 1

Scores Still Level

On resuming, the Recreio again took up the offensive and Police defence were harassed by the repeated attacks of their combined forward line, the three outstanding players of whom were undoubtedly the brothers Gosano and Ward, who had a perfect understanding of each others' play. As a direct result of this combination, A. Gosano netted for the second time from a close-in shot, which left Clarke helpless, in spite of a creditable effort on that player's part.

The game was now getting to a critical stage when the Police realised that to win, or even equalise, meant a gigantic effort on their part. And Howarth and McGreavy organised the necesary attack! In spite of their well-directed endeavours, the ubiquity of the Recreio forwards, together with the support they received from the half-backs, proved to be two factors which were almost insurmountable. Nothing daunted, the Police struggled on and very shortly after Howarth collected the ball and passed to McGreavy, who scored the equaliser.

The game now became very fast, both teams striving to attain the lead. For the next quarter of an hour exchanges were of an exciting nature, but at full time the score remained unaltered. Although extra time was played no advancement could be made by either side.

Result:—
Club de Recreio 2
Police R.C. 2

SOMERSET L.I. v. R.A.

Another Indecisive Contest

At Sookumpoo an indecisive contest was fought between the Somerset L.I. and the Gunners, before a small but enthusiastic crowd.

Mr. Atkinson lined the teams up as follows:—

R.A.:—Fletcher; Excel, Oliver; Taylor, Nelliss, Joyce; Cotton, Watson, Gill, Bridgeman, and Jobe.

Somerset L.I.:—V. Hall; Lawrence, Clarke; Mead, Rayson, Penny; L. Hall, Palmer, Guest, Hayward, and Butcher.

The Gunners won the toss and appeared to take this as a sign that the game would prove to be in their favour, judging by the immediate dash the combined forward line made in the direction of the Somersets' goal. Although a goal did not materialise Cotton managed to force a corner off Clarke. The ensuing corner shot resulted in transferring the play to his opponents' area. After ten minutes Butcher put in a long shot from the touch-line which penetrated the R.A. citadel—first blood for the Somersets.

It was apparent at this stage of the game that the Somersets were a far quicker team and the Gunners became more wary, making more use of their superiority in weight. Jobe was the organiser of a concentrated raid on his opponents' goal and after a clever combination with Bridgeman he placed a sparkling drive straight for the right hand corner of the net. Hall was on the alert, however, and reached the ball in time to avert a goal. The R.A. continued to show remarkable determination and shortly after an opportunity was snapped up by Gill, who scored a clever goal, thereby depriving the Somersets of their lead.

The Somersets had up to this time rather under-rated the abilities of their opponents, but after Gill's effort they commenced to play some excellent football, Butcher, in particular, playing a game which would have been a credit to any forward line. The Gunners were now forced to play a more or less defensive game. Fletcher had much hard work to do in conjunction with Excel and Oliver, but in spite of this worthy defence Rayson managed to net from a free kick for handling in close range of the R.A. goal.

Having regained the lead the Somersets played on the defensive until the half-time whistle blew.

Half-time:—
Somerset L.I. 2
R.A. 1

In the second half the Somersets started as though they meant to increase their lead, Penny forcing a corner off Excel, which, however, proved futile. From now onward the great fault which was apparent in the R.A. team was the tendency of the forwards to bunch together. Of this the Somersets were quick to take advantage, and it reflects credit on the Gunners' defence that a wider margin of goals did not result. In spite of the deficit the R.A. soon set up a heavy bombardment on the Somersets' goal and for many minutes the ball rarely left that region of the field. Hall's brilliant display in defending his citadel brought much applause from his team's supporters. Eventually Mead cleared and gave the backs a few minutes' rest after their exertions. This player was outstanding in the half-back line, but he was not infallible as Bridgeman proved when he got past and, with a forcing drive, scored the equalising goal for the Gunners.

From this stage play slackened and although many efforts were made by both sides, they were all fruitless. The consequence was that the referee found it necessary to play ten minutes' extra time each way, but even this did not give an opportunity for either team to get the lead.

Result:—
Somerset L.I. 2
R.A. 2

SOMERSET L.I. v. SOUTH CHINA "B"

At Sookumpoo, South China won by the narrow margin of three goals to two.

The referee, Mr. Samy, lined up the following teams:—

Somerset:—Hall; Niel, Earles; Legg, Harris, Chidgey; Kearle, Wallace, Hicks, Guest, and Evett.

South China "B":—Lam Tai-shing; Sito Hui, Yip Koon-hong; Sin Ping-shung, Lau Kwok-yin, To Kwan; Wong Ka-leung, Yip Koon-chan, Chan Chat-ming, Chan Yui-tin, and Yip Yuen-sam.

Hicks opened the play by a rush up the field, but Sito Hoi frustrated his effort when a goal seemed inevitable. Chidgey handled and, from the free kick, Wong Ka-leung netted for South China.

Guest tried to retaliate with a fine effort which, unfortunately for the Somersets, went high. Play was transferred to the other side of the field by Yip Koon-leung, a clever pass from whom resulted in Yip Yuen-sum netting, but the goal was disallowed for offside. Through handling on the part of the Somersets again another free kick was awarded to South China, who, through the medium of Chan Chit-ming, scored their second goal.

A few minutes after the resumption Yin Yuen-sum recorded the third goal for his team from a neat shot. Realising that the situation was becoming serious, the Somersets commenced to make more promising efforts, with the result that Harris scored almost practically on the goal line.

The same player, some few moments later, again netted, thus decreasing the deficit materially.

At this stage South China appeared to go off in their play and were not able to score again. On the general run of the play they were lucky to maintain the lead.

Result:—
South China "B" 3
Somerset L.I. 2

CHINESE ATHLETIC v. P.W.D. CHINESE

A Runaway Victory

On the H.K.F.C. ground the Athletic made their way into the semi-final as the result of a runaway victory over P.W.D. The game was much too one sided to hold any interest for the spectators.

Leung Tat-wing opened the scoring after five minutes' play, and Ho Kar-kaung soon added a second point.

The Athletic forwards were doing practically as they pleased, their clever, short, passing movements completely baffling their opponents. Leung Tat-wing found found the net again before the interval, a beautiful first timer giving Chu Fook-to no chance.

Within two minutes of the resumption Chan Yun-kwai had put on a further point, whilst Ho Kar-laung added the fifth shortly afterward. A beautiful run by Li Fong led to this player beating the P.W.D. goalkeeper with a glorious cross drive, and the same player added the final point by rushing the goalkeeper into the net. Just before the final whistle the P.W.D. broke away and scored through Leung Chung-kwong.

Result:—
Athletic 7
P.W.D. 1

R.A.F. v. K.O.S.B.

"The Lucky Seven"

As was expected, the Borderers found no difficulty in overcoming the Air Force, piling up seven goals without reply. The winners were in great form forward, Crawley and Stevens again proving gluttons for work, whilst Craig gave a sparkling exhibition on the left wing. Crawley scored the initial point after 10 minutes' play, after which the Air Force defence cracked up badly, and the Borderers proceeded to bombard Jarvis with shots from all angles. The goalkeeper gave a highly creditable exhibition, however, and could hardly be blamed for his side's heavy defeat. Crawley added a second point following a free kick, and Stevens added a third before the change of ends.

The second half proceeded in much the same vein, Shears having a very idle afternoon in the Borderers' goal. Craig and Stevens both missed easy openings before Crawley snapped up a centre from Cook and put the ball past Jarvis. The same player added a fifth within three minutes of the re-start, and Cook brought the total to six with a powerful drive from a difficult angle. The final point was registered by Stevens just before time was called.

Result:—
K.O.S.B. 7
R.A.F. 0

Division II

ROYAL NAVY v. POLICE R.C.

Played at Caroline Hill. The Royal Navy in a low scoring match were much superior, during the greater portion of the match. The Navy won by two goals to one, but the result did not flatter them by any means.

The Navy started briskly, and Sorbie and Simmonds tested Estell early, but goals were not forthcoming until Gray smashed home a good drive, the Navy leading at the interval by 1 to nil.

In the second half the Police made one or two likely movements, and Clarke and Caruthers tried hard to score but the Navy held most of the play and Sorbie increased their lead.

The Police retaliated through Nolan, but this goal was due to careless defence.

The Navy were much stronger and won easily.

Estel, Brown, Williams, Clarke and Noonan were the pick of the Police. The Navy were well re-

(Continued on Page 5.)

LEAGUE CRICKET

University Defeat R.A.

ELECTRIC "SHOCKED"

Civil Service Juniors Lucky to Win

With the championships of both Divisions in the Cricket League decided, a great deal of interest has been taken out of the Cricket League, only three fixtures being played yesterday.

By defeating the Royal Artillery, the University have established themselves as runners-up in the Senior Division.

In the Junior Division, the Royal Army Ordnance Corps followed up their success of a week ago, by soundly trouncing the Electric R.C. The Civil Service 2nd XI. were rather lucky to retain the full points at the expense of the second string of the Royal Navy, in a match of low scores.

League I

UNIVERSITY v. R.A.

At Pokfulam, the University defeated the Royal Artillery by six wickets.

The visitors started poorly, losing three wickets for 33, and in spite of a useful contribution from Lt. Wright, who made 46, were all dismissed for the comparatively small score of 114. A. T. Lee and Anderson, who captured four wickets each for 25 and 26 runs respectively, did practically all the damage for the University.

The home team passed their opponents' total for the loss of four wickets and went on to make 170 for eight. A. T. Lee (45) was top scorer for his side, whilst Giffins made 42. Wright, given the ball late, took five wickets for 19. Scores:—

Royal Artillery

Capt. J. L. P. MacNair, b A. T. Lee	7
Gnr. Maltas, b A. T. Lee	1
B.S.M. Leach, c Kermani, b A. A. Rumjahn	15
Lt. A. H. Musson, b Anderson	5
Lt. R. F. Wright, b Anderson	46
Lt.-Col. W. F. Christian, c Kermani, b A. A. Rumjahn	5
Lt. C. G. Christian, b A. T. Lee	17
Lt. J. A. Wolfe Barry, c and b A. T. Lee	2
Lt. A. R. Miller, b Anderson	0
Lt. E. H. Walter, b Anderson	8
Sgt. Glazebrook, not out	0
Extras	8
Total	114

BOWLING ANALYSIS.

	O.	M.	R.	W.
A. T. Lee	12	3	25	4
S. V. Giffins	2	1	6	0
Anderson	7.1	2	26	4
A. A. Rumjahn	6	0	37	2
Guterres	3	1	12	0

University

D. J. N. Anderson, b Musson	18
S. V. Giffins, c C. G. Christian, b W. F. Christian	42
F. L. Zimmern, c Walter, b Wright	27
A. A. Rumjahn, b Leach	7
A. T. Lee, b Wright	45
L. T. Ride, b Wright	3
S. Kermani, b Wright	16
E. A. Lee, not out	0
D. Laing, b Wright	0
Extras	12
Total (for 8 wkts.)	170

D. K. Samy and A. P. Guterres did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
W. F. Christian	7	0	39	1
Musson	6	0	23	1
Leach	6	1	17	1
Miller	3	0	10	0
C. G. Christian	6	0	50	0
Wright	5.4	0	19	5

League II

R.A.O.C. v. ELECTRIC R.C.

At Sookumpoo, the Royal Army Ordnance Corps defeated the Electric R.C. by 107 runs.

Consistent batting by the opening batsmen of the home team paved the way to the large total of 171 runs for seven wickets, declared, which they put up.

The Electric R.C. found the bowling of Sgt. Anderson (8 for 22) difficult to cope with and were all dismissed for 64. Scores:—

R.A.O.C.

Pte. Garner, b Gahagan	43
Q. M. S. Wisher, b Muskett	28
L/Cpl. Morgan, b Banks	37
Sgt. Sharpe, not out	10
Sgt. Anderson, b Banks	0
Cpl. Rowe, b Muskett	6
Pte. Brooks, b Muskett	4
Pte. Corbett, c and b Banks	0
Extras	43
Total (for 7 wkts., dec.)	171

Pte. Rial, L/Cpl. Wood and Pte. Clark did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Banks	9	1	26	3
Way	7	1	29	0
Muskett	10	1	26	3
Gahagan	5	0	21	1
Murdock	2	0	26	0

Electric R.C.

C. E. Gahagan, c Corbett, b Anderson	0
W. N. H. Murdock, b Anderson	24
W. F. Paul, b Anderson	1
J. C. Dunbar, b Anderson	0
J. R. Way, b Anderson	5
H. F. Akehurst, b Corbett	0
S. C. Banks, b Anderson	3
G. G. S. Thomson, not out	13
J. F. Lunny, run out	0
H. S. Jones, b Anderson	2
W. H. B. Muskett, c Wisher, b Anderson	4
Extras	12
Total	64

BOWLING ANALYSIS.

	O.	M.	R.	W.
Anderson	12	4	22	8
Morgan	7	2	15	0
Corbett	4	0	15	1

C.S.C.C. 2ND v. NAVY 2ND

At Happy Valley, the Civil Service C.C. 2nd defeated the Royal Navy 2nd by 15 runs.

Nothing of note was achieved by any batsman, the total number of runs scored by both sides being 145.

In bowling, Timothy took five wickets for 29 for the Navy, whilst Edmonds and Westlake, of the C.S.C.C. captured four each for 38 and 15. Scores:—

Civil Service 2nd XI.

W. J. Eldridge, b Timothy	0
R. R. Davies, b Timothy	12
H. F. Westlake, c Trusler, b Waters	15
T. W. Carr, c Woodhouse, b Waters	4
W. H. Edmonds, l.b.w., b Waters	3
H. F. Harper, b Timothy	4
V. Chittenden, not out	20
P. J. O'Neill, stumped, b Timothy	10
V. H. Freeman, b Timothy	0
F. E. Booker, c Timothy, b Trusler	5
R. F. Jones, b Trusler	0
Extras	7
Total	80

BOWLING ANALYSIS.

	O.	M.	R.	W.
Waters	8	0	34	3
Timothy	10	1	29	5
Trusler	2.4	0	10	2

Royal Navy 2nd XI.

P.O. Timothy, c Chittenden, b Westlake	0
Mne. Trusler, b Westlake	13
Capt. Scott, l.b.w., b Edmonds	0
Mid. Stannard, b Westlake	4
Lt. Ashby, c Freeman, b Eldridge	10
Pay Lt. Waters, b Westlake	5
Lt.-Comdr. Woodhouse, b Edmonds	22
Lt. Malcolm, c Freeman, b Edmonds	5
Lt. Debenham, b Edmonds	0
Lt. Walker, not out	4
Extras	2
Total	65

Ch. Wr. Gregory absent.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Edmonds	11.2	1	38	4
Westlake	10	1	15	4
Eldridge	1	0	10	1

Friendly Matches

H.K.C.C. v. KOWLOON C.C.

On their own ground, the Hong Kong C.C. drew with their old rivals, the Kowloon C.C. in a high scoring match.

Batting first, the H.K.C.C. set their visitors 238 runs which they made for the loss of eight wickets. Owen Hughes and Mitchell, who scored 61 each, were in very happy mood, and hit out freely. Capt. Dobbie and Bonnar helped with 38 and 37, the latter remaining undefeated.

Brace, who carried his bat for 79, and Ramsay (27), gave the K.C.C. a fine start and were largely responsible for effecting the draw for their side.

Batsmen held the upper hand throughout the match, all the bowlers being expensive. Scores:—

Hong Kong C.C.

T. E. Pearce, l.b.w., b Brace	4
Capt. A. G. Dobbie, c and b Hutchins	38
Rev. E. K. Quick, b E. F. Fincher	11
H. Owen Hughes, c and b E. F. Fincher	61
E. J. R. Mitchell, c Lawrence, b Hutchins	61
J. L. Bonnar, not out	37
H. V. Parker, run out	0
W. H. Maxwell, b E. F. Fincher	0
V. W. L. Stanlon, c E. C. Fincher, b Ross	8
Extras	18
Total (for 8 wkts., dec.)	238

H. R. B. Hancock and C. D. Wales did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Ross	11.5	1	64	1
Brace	9	0	40	1
Hutchins	8	1	48	2
E. F. Fincher	7	1	34	3
Vedder	2	0	26	0
Ramsay	3	0	8	0

Kowloon C.C.

W. Brace, not out	79
A. W. Ramsay, b Parker	27
E. C. Fincher, c Owen Hughes, b Wales	25
E. F. Fincher, c Owen Hughes, b Dobbie	4
H. Hutchins, not out	2
Extra	1
Total (for 3 wkts.)	136

G. A. V. Hall, Capt. J. Vedder, S. Jex, N. H. Ross, H. Gregory and F. E. Lawrence did not bat.

BOWLING ANALYSIS

	O.	M.	R.	W.
Dobbie	11	5	22	1
Wales	14	0	55	1
Parker	5	1	9	1
Bonnar	5	1	16	0
Owen Hughes	6	0	25	0
Quick	3	1	8	0

NAVY v. W. C. HUNG'S XI.

At King's Park, the Royal Navy defeated an eleven captained by Mr. W. C. Hung by one wicket.

The batting on both sides was weak, W. C. Hung, with 34 runs to his credit, being the highest individual scorer.

Steady bowling, supported by a keen field, on the part of the Navy team, was chiefly responsible for the visitors being out for 61 runs.

The Navy replied with 73, winning the match with their last pair in. Kwan was in fine form with the ball, accounting for eight wickets for 36. Scores:—

Mr. W. C. Hung's XI.

W. H. Kwan, c and b Baker	9
F. Lee, c Baker, b Large	6
W. C. Hung, run out	34
W. H. Sling, c Cobb, b Large	1
J. L. Youngsaye, c and b Weir	5
Tsui Wai-pui, c Suther, b Weir	3
F. R. Zimmern, c Suther, b Weir	0
Tsui Hung-pui, run out	0
J. Hung, not out	1
Tsue Yuen, c Cobb, b Bennett	1
Extra	1
Total (for 9 wkts., dec.)	61

R. Lee did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Baker	5	0	18	1
Large	8	1	22	2
Weir	5	0	18	3
Bennett	2	1	0	1
Moseley	1	0	2	0

Royal Navy

Capt. H. D. Welr, b W. C. Hung	8
Inst. Lt.-Comdr. Abelson, c Lee, b Kwan	14
Comdr. F. C. Baker, c W. C. Hung, b Kwan	3
Mid. C. C. Suther, b Kwan	4
Sub.-Lt. Moseley, b Kwan	5
Lt. G. Davis, c J. Hung, b Kwan	0
Comdr. R. Ramsbotham, c Lee, b Kwan	8
Lt. C. R. Bennett, c W. C. Hung, b Kwan	2
Lt. P. C. Taylor, not out	14
Lt. G. Cobb, c Lee, b Kwan	0
A.B. Large, c Lee, b W. C. Hung	5
Extras	10
Total	73

BOWLING ANALYSIS.

	O.	M.	R.	W.
W. C. Hung	8	0	27	2
Kwan	8	0	36	8

C.C.C. v. "TITANIA"

At Happy Valley, the Craigengower C.C. lost to H.M.S. "Titania" by eight wickets.

Against 116 runs which the home team compiled, the "Titania" replied with 213.

For the winners, Sub-Lt. Carss batted well for 61, other double figure scorers being C.P.O. Ball (49), E.R.A. Sparrow (30), P.O. Newcombe (15) and E.R.A. Hill (13).

For Craigengower, Lim played a forceful innings for 42, but with the exception of Omar (22) and Kitchell (19), the others could not get going. Scores:—

Craigengower C.C.

H. P. Lim, c Giles, b Watch	42
A. B. Hamson, c Londsdale, b Hill	2
R. C. Reed, c Ball, b Hill	6
B. W. Bradbury, c Hill, b Sparrow	8
U. M. Omar, c Stanley, b Hill	22
A. Kitchell, hit wicket, b Hill	19
F. Oliver, b Sparrow	7
H. D. Rumjahn, c Ball, b Hill	0
Y. Abbas, c Londsdale, b Hill	9
B. Chan, hit wicket, b Sparrow	0
E. Lyon, not out	0
Extra	1
Total	116

BOWLING ANALYSIS.

	O.	M.	R.	W.
Hill	9.5	3	41	6
Watch	7	0	42	1
Newcombe	4	1	15	0
Sparrow	8	1	17	3

H.M.S. "Titania"

C.P.O. Ball, c Chan, b Bradbury	49
P.O. Clarke, b Oliver	0
Sub Lt. Carss, run out	61
G. T. Giles, b Bradbury	6
Comdr. Stanley, b Lim	0
E.R.A. Sparrow, l.b.w., b Bradbury	30
Pay Lt. Watch, run out	9
Lt. Londsdale, c Oliver, b Bradbury	5
P.O. Newcombe, c Kitchell, b Lim	15
E.R.A. Hill, run out	13
Extras	20
Total	218

BOWLING ANALYSIS.

	O.	M.	R.	W.
Hamson	8	0	43	0
Oliver	7	0	30	1
Omar	4	1	10	0
Lyon	2	0	15	0
Bradbury	9.3	0	37	4
Lim	6	0	58	2

RECREIO v. H.K.C.C. 2ND

At King's Park, the Club de Recreio lost to the Hong Kong C.C. second team by five wickets.

Splendid bowling by Duckitt, who accounted for six wickets for 18 runs, was largely instrumental in putting out the Portuguese XI for 108.

After passing the home team's score, for the loss of five wickets, the H.K.C.C. compiled a total of 156 for nine. Scores:—

Club de Recreio

L. J. Guterres, c Batger, b Summers	1
D. P. Xavier, b Summers	6
H. A. Alves, c Duncan, b Reid	19
H. M. Xavier, c Summers, b Duckitt	22
M. F. Pinna, c and b Duckitt	18
F. J. Remedios, b Stock	6
F. H. Carvalho, b Duckitt	0
J. W. Barnes, c Batger, b Duckitt	11
H. A. Barros, c Stock, b Duckitt	10
C. M. Sousa, not out	0
A. P. Silva, b Duckitt	4
Extras	11
Total	108

BOWLING ANALYSIS.

	O.	M.	R.	W.
Reid	7	0	18	1
Summers	9	0	40	2
Duckitt	7.5	0	18	6
Stock	5	0	21	1

H.K.C.C. 2nd XI.

L. A. R. Duncan, run out	3
K. H. Batger, b Xavier	14
E. R. Duckitt, c Xavier, b Carvalho	10
A. Reid, st Guterres, b Carvalho	17
H. F. L. Ewin, c Barnes, b Xavier	40
G. E. R. Duckitt, c Barnes, b Remedios	31
J. A. Summers, c Xavier, b Alves	10
W. Harris-Walker, c Xavier, b Sousa	3
H. R. Remington, not out	12
B. L. Stock, st Barnes, b Alves	5
Extras	11
Total (for 9 wkts.)	156

A. H. Gillingham did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Xavier	12	2	28	2
Alves	11.2	2	40	2
Pinna	6	1	32	0
Carvalho	5	0	35	2
Remedios	3	0	11	1
Sousa	3	1	4	1

LEAGUE TABLES

Division I.

	P.	W.	D.	L.	Pts.
Hong Kong C.C.	7	5	2	0	17
University	8	5	1	2	16
Kowloon C.C.	8	3	3	2	12
Royal Navy	8	3	1	4	10
Royal Artillery	7	3	0	4	9
Indian R.C.	6	2	2	2	8
Chinese R.C.	7	2	1	4	7
Craigengower C.C.	7	1	3	3	6
Civil Service C.C.	8	1	3	4	6

Division II.

	P.	W.	D.	L.	Pts.
H.K.C.C. 2nd	11	10	0	1	30
Indian R.C. 2nd	12	9	1	2	28
R.E. & S.	11	8	0	3	24
Kowloon C.C. 2nd	11	5	4	2	19
C.S.C.C. 2nd	11	5	2	4	17
Recreio	12	5	1	6	16
University 2nd	10	4	2	4	14
R.A.S.C.	10	4	2	4	14
Craigengower 2nd	11	4	2	5	14
Police R.C.	11	3	0	8	9
Royal Navy 2nd	10	2	1	7	7
R.A.O.C.	9	2	0	7	6
Electric R.C.	11	0	3	8	3

FOOTBALL

Second League

QUEEN'S ROYAL REGIMENT v. R.A.

These teams played off a Junior League fixture on the Chatham Road ground, the Queen's celebrating their final appearance in Hong Kong football by recording a win by three goals to one.

The Gunners were handicapped by the absence of one of their team, and rarely looked like making the game a close struggle. Thurlow opened the Queen's account with a fine drive near the penalty spot, and Harris got through to beat Parkes just before the interval. The Gunners were prominent in several dangerous raids, but found Dennis and Taylor in great form in the Queen's defence.

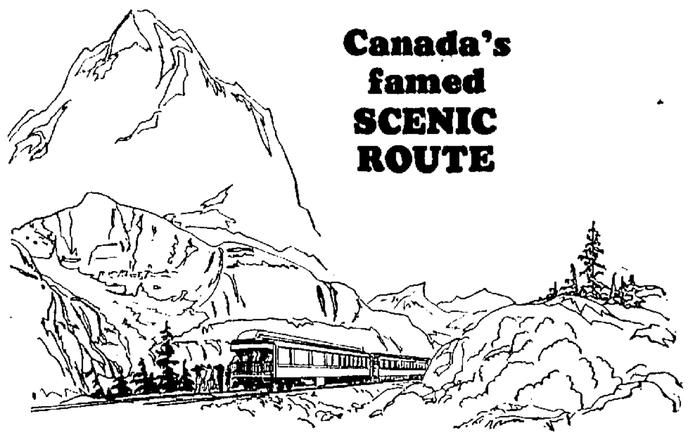
The R.A. had more of the game after the interval, but the forwards lacked shooting ability, several excellent chances going astray. The winners were often at fault in this respect also, Evans and Harris both missing sitters. The Gunners opened their account through Reed, the inside left netting with a clever effort. The remainder of the game strongly favoured the Queen's, and Gill put them further ahead before the final whistle blew.

Result:—

Queen's Regiment	3
R.A.	1

Brighton Town Council have decided to go on with the scheme to build a bathing pool opposite the new Aquarium at a cost of £174,000.

Mr. Gandhi, the extremist Indian leader, has cancelled his proposed trip to Europe this year.



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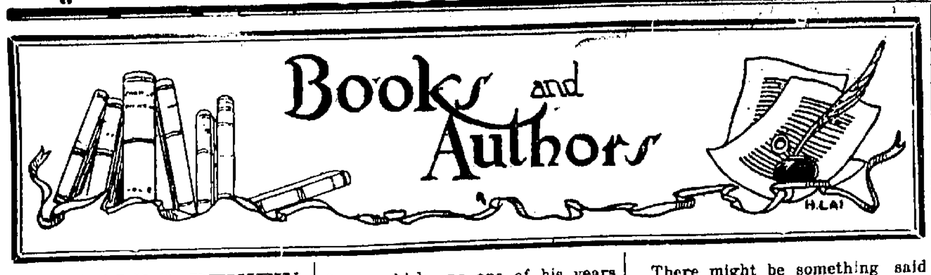

"HERALD" REVIEW

Enigmatic Figures in History

["Elizabeth and Essex," by Lytton Strachey; Chatto and Windus, London, 15 - net.]

There are few better tests by which to judge whether a writer is a mere journalistic time server or a great critic than the subject matter which he chooses for his books or essays. There are certain crucial questions in science and philosophy, and certain enigmatical figures in the pages of history. It is there and how the writer treats them which is the real test. In psychology, how does he face the problem of the group mind? In science, has he mastered the joints in the heredity problem? In sociology, how does he treat the idea of progress? In history, what is his analysis of well let us say, the Essex Rebellion?

Mr. Lytton Strachey has often interested us and instructed us before in his other books. Now by taking as his subject Elizabeth and Essex he has faced three of the most enigmatic figures in history—Elizabeth, Bacon, Essex. We may differ in our verdict on the result but at all events it is absorbingly interesting. One can hardly lay it down till one has finished it.

The Problem of Essex

Probably everyone who has studied the historians of the Elizabethan period has closed them up dissatisfied with their analysis of the why and the wherefore of the Essex Rebellion. What did it really mean? What was the final object of Essex? Was he simply a disgruntled peer aiming at the Queen's murder and his own aggrandisement? Or was he the last flicker of an era that had for ever passed?

Mr. Strachey may not fully unravel the tangled skein, but at least he faces the maze and gives us a candid opinion of the chief actors, and that in a narrative of unbroken interest.

This may be taken as his summing up of the Rebellion:—

"In the history of Essex, so perplexed in its issues, so desperate in its perturbations, so dreadful in its conclusions, the spectral agony of an abolished world is discernible through the tragic lineaments of a personal disaster."

The real truth seems to be that no matter how we view the case there is no straightforward solution of the difficulties. We don't think we are doing Mr. Strachey an injustice if we say that according to him Essex is an attractive young Lord of many parts, without guile or dissimulation, ready to do everybody a good turn, vivacious and courageous. These manly and chivalrous qualities not only bring him into the lime-light but they raise him to the forefront of English Generals and Administrators. They grant him an access to, and familiarity with, the Queen which no one of his years could have expected, and this notwithstanding the fact that the Queen seems to have early realised that he had not much ability as a general or as an administrator and that he was not a safe adviser.

The Greatest Cad in History

The Sphinx of the period covering the life of Essex and afterwards is Francis Bacon. A reviewer of the present book in one of the English papers described Bacon as 'the greatest cad in history'; and this view or something very like it is the impression of Bacon which Mr. Strachey at every turn seems to desire to leave on the reader.

You find such expressions as, "the cold viper gaze of Francis Bacon"; and again, "Bacon wished his patron to behave with *the Machiavellian calculation that was natural to his own mind*" (Italics ours). We find it implied more than once that Bacon sowed suspicion in the mind of Queen Elizabeth and thus turned her against Essex.

Bacon As Essex's Adviser

But this picture of Bacon as a wolf in sheep's clothing and Essex as an ingenuous and ill-requited young peer may be overdone. In the early days of their friendship there seems to be a good deal of evidence that much of Essex's advancement and influence with the Queen were due to Bacon. He seems actually to have written a good many of the letters and despatches for Essex, and but for this fact they would probably never have had the effect on Elizabeth which they had. In short, he acted as the literary and diplomatic train for Essex. He no doubt expected in return that Essex would push his cause; and though Essex seems to have tried to do so he was never very successful, and it appears as if he was only doing it very half-heartedly. At a later crisis Bacon gave him very good advice. True, Mr. Strachey thinks it was Machiavellian and altogether worthless to a man of the character of Essex. Be this as it may 'Machiavellian' is a very strong adjective, and it seems to have been Bacon's sincere opinion that Essex might be able to carry it out.

Even Mr. Strachey admits (perhaps a little grudgingly) that at times Bacon did a good deal for his friend:—

"He (Bacon) now composed two elaborate letters, in Essex's name, addressed to the Queen and imploring her forgiveness. He did more. He invented a letter from his brother Antony to Essex and the Earl's reply—brilliant compositions, in which the style of each was exquisitely imitated and in which the Earl's devotion to his sovereign was beautifully displayed; and then he took these works and showed them to the Queen. Incidentally, there was much in them to the credit of Francis Bacon."

There might be something said about the morality of all this. But it can hardly be described as an action typical of the greatest cad in history!'

What Was Bacon Concealing?

From the meeting of the Star Chamber at which the misdoings of Essex and his mismanagement in Ireland were recited Bacon stayed away. The Queen believed his excuse was only subterfuge. Apparently both then and later he knew much more than he disclosed. One naturally thinks he might have defended his friend with more zest and frankness: a statement from him might have done much to clear up misapprehensions.

A curious fact in connection with the Rebellion is that Essex or his party arranged for the enactment of Richard II on the night before the outbreak. Bacon apparently had a copy of this play in the Northumberland M.S. at his house and tore it out. Why did he do this? He may even have been responsible for the writing of it, though it was the first play which appeared under the name "William Shakespeare." Could this have been one of the reasons for his curious cloak of concealment? If he was in any sense responsible for any of these plays he would have been brought into close touch with Southampton who was also charged with high treason for the rebellion. And if Bacon had any dramatic association of this kind it would have been hard for him to dissociate himself from more direct connection or suspicion of rebellion.

A Figure of Mystery

On a later occasion Ben Jonson in writing an ode on Bacon's birthday says:—

". . . . . in the mids't.
Thou stands't as if some mystery thou dids't."

This might well be written as a motto over the whole of Bacon's life, and over no epoch of it more forcibly or more truthfully than over the period of the Essex rebellion.

Mr. Strachey may possibly have failed to throw much enlightenment on the rebellion or on Bacon's part in the trial of his friend. But no solution seems possible. Indeed we get up from this book feeling that the account of Essex given by a famous Irish humorist is probably as near the truth as any. A part must suffice—though we wish we had space to quote the whole of it:—

"The First Lord Lieutenant"

"Essex," said Queen Elizabeth, as the two of thme sat at breakwhist in the back parlour of Buckingham Palace; "Essex, me haro, I've got a job that I think would suit you. Do you know where Ireland is?"

I'm no great fist at jografy" says his Lordship, "but I know the place you mane. Population, three million; exports, emigrants."

"Well," says the Queen, I've been reading the Dublin "Evening Mail," and the "Telegraph," for some time back, and sorra one o' me can get at the troot o' how things is going, for the leading articles is as contradictory as if they wor husband and wife." . . . . . "So now what I want you to do is to run over to Ireland, like a good fella, and bring me word how matters stand."

"Is it me?" says Essex, lepping up off his chair. "It's not in airnest ye are, ould lady. Sure it's the height of the London season. Everyone's in town, and Shake's new fairy piece, "The Midsummer's Night Mare," billed for next week."

"You'll go when yer told," says the Queen, fixing him with her eye, "if you know which side yer bread's buttered on. See here, now," says she, seein' him chokin' wid vexation and a slice of corned beef, "you ought to be as pleased as Punch about it, for you'll be at the top of the walk over there as vice-regent representin' me."

"I ought to have a title or two," says Essex, pluckin' up a bit. His gloriosity of Great Panjanthrum, or the like o' that."

"How would 'His Excellency the Lord Lieutenant of Ireland' strike you?" says Elizabeth.

"First class," cries Essex. Couldn't be betther, it doesn't mean much, but it's allitherative."

Essex landed contagions to Dalkey Island, and going up to an ould man who was sitting on a rock he took off his hat, and says he: "That's grand weather we're havin?"

"Good enough for the times that's in it, says the ould man, cockin' one eye at him.

"Any divarshan goin' on?" says Essex. "You're a stranger in these parts, I'm thinkin', says the ould man, "or you'd know this was a 'band night' in Dalkey."

"I wasn't aware of it," says Essex.

Next day Essex wrote two letters home—one to Queen Elizabeth and the other to Lord Montaigle, a playboy like himself.

Dame St.,
April 16, 1599.

Fair Enchantress,

I wish I was back in London, baskin' in your sweet smiles and listenin' to your melodious voice once more. I got the consignment of men and the post office order all right. I was out all morning looking for the inimy, but sorra a taste of Hugh O'Neill or his men can I find. A policeman at the corner of Nassau St. told me they were hiding in Wicklow. So I am making up a party to explore the Dargle on Easther Monda. The girls here are as ugly as sin, and every minute of the day I do be wishing it was your good-looking self, I was gazin' at instead of these ignorant scare-crows.

Hoppin' soon to be back in ould England, I remain, your loving subjec,

ESSEX.

P. S. I hear Hugh O'Neill was seen on the top of the Donnybrook tram yesterday mornin'. If I have any luck the head'll be off him before you get this.

E.

The other letter read:—

Dear Monty,

This is a great place all out. Come over here if you want fun. Divil such play-boys ever I seen, and the girls—oh, don't be talkin' —'pon me secret honour you'll see more loveliness at a tay and supper ball in Ra'mines than there is in the whole of England. Tell Ned Spenser to send me a love-song to sing to a young girl who seems taken wid my appearance. Her name's Mary, and she lives in Dunlary, so he oughtent to find it hard.

I hear Hugh O'Neill's a terror, and hits a powerful welt, especially when you're not lookin'. If he tries any of his games on with me, I give him in charge. No brawling for yours truly,

ESSEX.

. . . . . .

. . . . . .

"Arrest that man!" says the Queen when the Head-constable came to the door. "Arrest that thrater," says she, "and never let me set eyes on him again."

And, indeed, she never did.

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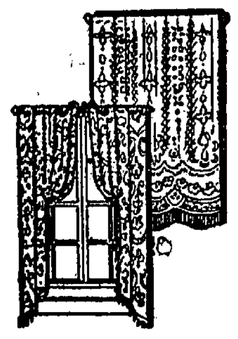

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THINGS CANADIAN.

[Culled By Ralph A. Cooper.]

A total of close to 2,500,000 acres is indicated as the amount of free Federal Government homestead land taken up in Western Canada during 1928. The figures on which this estimate is based show the number of new settlers taking up the Government lands as two and a half times as great as in the immediately preceding year.

Remarkable progress is shown in pushing back the agricultural frontiers in the Prairie Provinces by the official monthly record of homesteading compiled by the Dominion Lands Administration. These show that in the provinces of Manitoba, Saskatchewan, Alberta and the portions of British Columbia where the homestead lands are under Federal Government control, a total of 15,566 homesteads were taken up in 1928 compared with 6,356 in 1927. The totals by provinces were: Manitoba, 620 against 699, decrease of 13 per cent; Saskatchewan, 5,493 against 2,819, increase of 95 per cent; Alberta, 8,698 against 2,725, increase of 219 per cent; British Columbia, 755 against 113, an increase of 568 per cent. in homesteading over 1927.

The records of individual land agencies show that the gains were greatest in the northern sections of the Prairie Provinces. The Prince Albert agency, representing filings in the northern half of Saskatchewan, recorded entries on 4,005 homesteads in 1928 compared with 1,888 in 1927, an increase of 112 cent. At Edmonton, the recording agency for central Alberta received filings on 3,370 homesteads as against 1,354, a gain over the previous year of 149 per cent.

Peace River Country

The increased activity in taking up the Federal Government's free homesteads was greatest of all in the Peace River country of northern Alberta and British Columbia. Filings in both provinces were recorded at both Grande Prairie and Peace River, the combined total at these two centres in 1928 being 5,216 as compared with 1,181 in 1927. Homesteading was therefore four and a half times as active in the Peace River country last year as in the immediately preceding twelve months.

In proportion gain, the separate figures for filings recorded at Grande Prairie and Peace River on homestead lands in the Peace River Block of British Columbia show the largest increase. The number of settlers who pushed across the provincial boundary into northern British Columbia is shown by entries on 653 homesteads compared with only 46 in the previous year, a gain of 1,320 per cent.

The statistics on homesteading in Western Canada in 1928 show that the 15,566 entries represented a total including the families of settlers of 41,724 persons. A separate tabulation showing the number of Americans who took up homestead land during 1928 gives the number of entries by persons coming from the United States as 1,425 or almost 10 per cent. of the total.

Employment at High Level

As is customary at the beginning of the year, employment in Canada on January 1, 1929, showed a pronounced seasonal curtailment which involved practically the same proportion of the aggregate staffs as that indicated on January 1, 1928, states the Dominion Bureau of Statistics, which points out, however, that the situation continues better than on the corresponding date in any other year since the record was instituted in 1920. Returns were tabulated from 6,358 firms whose payrolls declined from 983,698 persons on December 1 to 918,780 at the beginning of January, a decrease of approximately 65,000 persons or 6.6 per cent. Reflecting this contraction, the index (based on the 1926 average employment as 100) stood at 109.1 on January 1, 1929, as compared with 116.7 in the preceding month, and with 100.7, 95.9, 90.7, 84.9, 89.8, 87.3, 78.8 and 88.8 on the same date in 1928, 1927, 1926, 1925, 1924, 1923, 1922 and 1921, respectively.

Manufacturing, construction, transportation, mining and logging reported pronounced seasonal contractions. Trade and services registered improvement. The declines were most extensive in Quebec and Ontario, where manufacturing is especially important.

Immigration Shows Gain

With immigration to Canada amounting to 5,515 persons in December compared with 4,566 in December, 1927, the total for nine months of the fiscal year to December 31 was brought up to 144,113 compared with 128,928 for the same period in 1927. The increase is twelve per cent.

Of the 144,113 immigrants who came to Canada in the nine months, 82,257 were of the farming class and 14,199 were female domestic servants.

New Construction

Canadians who had gone to the United States intending to remain there permanently returned to Canada for permanent residence during the period from April to December, inclusive, to the number of 27,955. The number returning in December was 2,154.

January, usually a quiet month for new construction, showed $41,962,900 worth of new contracts throughout Canada. This is the first time such a large volume of work has been contracted for in the first month of the year. The total doubles that for January, 1928, and exceeds December last by 122 per cent. The only particular significance of such a large January total is that it shows that construction does not slow up during the winter to the extent it did a few years ago.

The greater percentage of awards for January throughout the Dominion was for engineering construction. This group accounted for 47.8 per cent. of all construction, the total being $20,064,000. Business buildings took care of 40.3 per cent. or $16,895,900, while the residential total was $4,077,500, or 9.7 per cent., and industrial $925,500, or 2.2 per cent.

McLean's points out that the building permit total as compiled for 68 cities in 1928 amounting to $220,000,000 amounts to just 59 per cent. of all the building construction started, illustrating that there is practically as much building going on in rural places as in the cities.

Hunters Busy

In Canada is the last big game reserve for the hunters of North America. Closed seasons in the United States have circumscribed the operations of the hunters. At this time of the year hunters from the United States who wish to bag the big grizzly, the caribou, the moose, the elk, the mule deer and other big game specimens including the mountain lion, make their plans to invade British Columbia, according to Mr. E. S. Knight, of Ashcroft, B.C. Mr. Knight knows the whole hunting game in the Cariboo District, reached from Ashcroft, and hunters who go into this district usually come out with the game limit of grizzly bears, moose, deer and other big game animals. One of the largest grizzlies ever shot in the Cariboo District was one which was over 11 feet from the tip of the nose to the end of the tail. The country is full of big bears because the berry crop during the past year was very good.

There is no thrill greater than meeting a big grizzly bear which is charging down on you, one which may be stopped by four or five bullets at close range, an experience of Gus Cook, of Dundee, Illinois. His bear weighed 800 pounds and he got him on the fifth shot. There are plenty of the big grizzlies still awaiting the hunters in the Cariboo District of British Columbia. A New York hunter in British Columbia looking for a big elk head, passed up many shots, and early one morning was awakened by his Indian guide who whispered, "Big elk outside." Seizing his rifle, the hunter emerged from his tent and shot the finest specimen he had ever seen. It was the mating season and the big bull elk had visited the camp to see who had invaded his territory. Hunters who expect to make their kill in the fall must make their reservations now.

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Britain in a War in the Far East?

Surely there can be no possibility of war in the reasonably near future, especially in this part of the world, between France and Britain? I am led to ask this serious question because an authority like J. B. Gautreau discusses it in a Home publication for the Services. The "Waldeck-Rousseau" is to be the new French flagship in the Far East. Incidentally, her commander, Captain Fernet, acted as liaison officer on H.M.S. "Lord Nelson" during the Great War. Mr. Gautreau compares her with the "KENT" class, that is, the first British 10,000-ton cruisers built under the Washington Treaty and constituting the first line of the China Station. Naval power counting for so much even in times of peace, what with showing the flag and maintaining prestige, I have a few extracts from M. Gautreau's article.

* * *

"Tin-Clad Papier-Mache Affair"

If the "Waldeck-Rousseau" were faced by opponents of the 10,000-ton Washington class, *such as appear likely to be teeming in the Far East a few years hence*, she would not turn tail and run, first because she could not, and, secondly and especially, because her officers consider her, all points duly reckoned, to be more than a match for a Washington cruiser of the "Duquesne," "KENT," and "Pensacola" classes. Her 50 calibre 194-mil. guns may be inferior in range, but they offer the advantage of being housed in bona-fide turrets with 7in. front plates, whereas the turrets of all 10,000-ton post-war greyhounds are mostly a make-believe tin-clad, papier-mache affair, offering safe shelter only against rain, wind, and (in the latest designs) asphyxiating gases. The end-to-end pretty thick and very wide, especially on bows, belt of the croiseur-cuirassee would also tell, and she would withstand many a blow capable of putting to grief the fastest "Washingtoner."

* * *

Cruiser Actions Fashionable?

The Waldeck-Rousseau is, therefore, no negligible quantity, at least for cruiser actions, that promise to be the most fashionable encounters in future international tussles. Her anti-submarine defence was modernised a few years since. She has also received anti-aerial screens and A.A. quickfirers, together with a seaplane. Eventually she will carry two flying machines. Her ammunition stock besides has been renewed, comprising effective shells of post-war type. And, lastly, as she is a roomy vessel, with high, imposing freeboard and superstructures, it has been possible to endow her with very satisfactory conditions of habitability for service in the tropics.

* * *

Boxers: No Chest and Gelatine Jaw

Cruisers of 10,000 tons are thought to be too heavy an investment for their true fighting worth. They have been a costly blunder, being nothing more than enlarged destroyers. They are an unmilitary conception, the outcome of a hare-brained view of war. A running career is all they have before them . . . They are long-legged, hard-fisted, and deep-lunged boxers, but with no chest and with gelatine jaws. The least blow will send them spinning over with the wind out of them. To keep out of range will be a life-and-death matter to them. Senior officers of the old "fight-to-a-finish school" wonder how so gross a mistake, in contradiction of the very essence of the war spirit, can have been committed by glorious navies like the British and the French, that have behind them traditions and military doctrines expressed in hundreds of stand-up actions.

* * *

Former Colonel of 2nd K.O.S.B.

My many friends in the 2nd Battalion the King's Own Scottish Borderers who, it is noted, have another year to serve in Hong Kong, will be interested to know that a former officer commanding the battalion is one of the two new Aides-de-Camp to H.M. the King. This is Brigadier E. N. Broadbent, C.B., C.M.G., D.S.O., in succession to Maj.-Gen. W. W. Pitt-Taylor, C.B., C.M.G., D.S.O. Brig. Broadbent served in the K.O.S.B., and was attached to the 3rd Rifle Brigade in North-West Frontier operations. He spent 14 years in Egypt with the British and Egyptian forces. Later he commanded the 2nd K.O.S.B., before going to Edinburgh in charge of administration in the Scottish district.

* * *

Hong Kong in the Films?

Unless a producer "adapts" Somerset Maugham's "The Painted Veil" I see little opportunity for Hong Kong to achieve fame—or should it be notoriety—via the medium of the films. I have just read reviews of "Across to Singapore" and "Sal of Singapore" and my memory fails me at the moment for the name of a recent American picture with Shanghai in the title. Some months ago the Queen's Theatre showed a film with Chinatown of San Francisco realistically depicted and on China New Year night, too! I wonder if Hong Kong will be the next place to get a "mention"? The nearest approach was when a German company, with a charming heroine (the honour of interviewing whom fell to a better looking colleague), passed through and "went on location" in the streets. Otherwise the Colony's contribution to the silver screen—beyond commendable local news budget attempts—has been nil. Hong Kong film making companies, Chinese and non-Chinese, have failed to make an impression so far.

* * *

Register of Medical Practitioners

Following the decision to register medical practitioners in Shanghai, a Chinese observes:—"In view of the large number of quacks in this community strict attention should be paid to the qualifications of each applicant if the purpose of this measure is to be fulfilled. There is another question which will be difficult to decide. We refer to such practitioners as chiropractors and the like. Their practice has not been recognised universally by the medical profession, and what the attitude of the Council will be toward them is of common interest. Though no one can deny the possibilities of new cures for various ailments in this age of scientific achievements, yet it would be ridiculous to let the public be the subject of experimentation. Finally, the use of violet rays for various purposes by the self-styled experts must be restricted, and it certainly is a dangerous pastime to let the barbers apply electric vibrators on the public. Along with the regulations of registration we hope the Council will also take into consideration these points so that the ignorant and the innocent may be fully protected."—I wonder what Hong Kong would say if "quacks, barbers" and such-like attempted to set up in practice here. Remember the last prosecution?

* * *

Young Men's Club

Activities of the Young Men's Club in connection with St. Andrew's Church, Kowloon, interest so many, outside Anglican articles that no apology is needed for quoting the following from the annual report by the Hon. Secretary:—

"I have again to thank our old and valued friend, Mr. W. S. Bailey, and also Mr. F. C. Mow Fung, who have been the means of providing the Club with two new ping-pong tables, which were very badly needed at the time. Another acquisition to our indoor gear is the Billiards Table which we were fortunate in buying at a very low figure. This table has already proved to be a very worthy and popular asset to our indoor sports gear.

"Although we have not done very much on the playing fields, there are one or two events that deserve mention. Our hockey team have had several encounters with the Y.M.C.A., who, by the way, have been our most consistent rivals, as Mr. Sands will vouch, but they have not yet succeeded in lowering our colours. We played the Ladies of the Kowloon British School Former Pupils' Association, and they were responsible for our first and only defeat, during the season. We also had a game with the Hong Kong Ladies' Hockey Club and were fortunate in coming off the field with honours even. We had two games of cricket and tennis with the Kowloon British School Former Pupils' Association and came off victorious on each occasion. Our Club has not been as successful at football, as we lost both matches that were played. Our old rivals, the Y.M.C.A. took us down at basketball last month, but we hope to put it across them to-morrow when we play the return match.

"Our socials, I think, are too well known to need special mention, as most of you here have probably attended them all. Those who haven't should be ashamed of themselves. I should like to thank Mr. R. Baldwin and the hard working sub-committee, who have done so much to make these socials successful.

"Although our membership is only around 30, we can boast of a very active crowd of young men and I know that they will continue to show their keenness during the coming months, and urge other fellows to join up. More than half our number are new to the Club, and during the past six months only one resignation was sent in, which I think, is a record for any Club."

* * *

"Health" Hint

Why cannot health hints in Hong Kong's papers be given in non-technical language. Take the common cold—so common that the Peakites refuse to know it or have it by such a common name. In any case they and the lowlier Kowloonites should all be beastly interested to know how the infection is carried and how to destroy the carriers. The first question is easily answered. These beastly little nuisances commonly known as germs (technic., *jumpicus beasticus, parvus*) do the dirty work. There are various ways of getting rid of the little brutes. The first is, night and morning for a week, to take a hot bath (100deg. centigrade), to which the following mixture has been added: 1 pint of ground potato peelings (technic., *tattie*) and fish bones (to act as a bait); 2 gallons of ammonia, 10 bottles of light refreshment, the property of a certain gentleman who is still going strong (we don't like to say); (also note here that the bath is for external use only); 10 tubes of wintergreen; 5 bars of household soap; 1½ tins of (brown or black) boot polish (to polish them off); and 1 tin of a certain well-known powder, guaranteed to kill x x x, f——, moths, and beetles. Follow this recipe as directed and the enemies of mankind (*jumpicus beesticus, parvus*) will have conked out. It is only fair to mention that you also will most probably have departed from these regions. (We can recommend a reliable man in Flower Street as well as several good lawyers and budding practitioners.) A simpler, but perhaps less successful, method is to catch the little blighters as they jump.

* * *

Cocktails

Diners at hotels and restaurants here are not unfamiliar with cocktails. Not so many are acquainted with the cocktail parties at Home which are cheery gatherings but hosts and guests do themselves no good by indulging in these little binges which frequently find a sequel in a doctor's consulting room. So far, their votaries have been content with three or four varieties of cocktail *ad lib.*, with sandwiches, potato chips, salted almonds, etc., as absorbents. Now at a party given by Messrs. Eddie Tatham and Ralph Cobbold in mail week tartlets, stuffed with caviare and a bewildering choice of drinks, appeared. At another large party, which merely said "Cocktails" on the card, there was food to feed a regiment, ranging from truffles to trifle. What was more surprising was that it disappeared with a rapidity which led to the inference that some of the guests had cut out tiffin from their diet! Upstairs a large drawing-room had been cleared, masses of flowers were banked up everywhere, and a band installed for dancing. The lot of the hard-up hostess will be a hard one if a cocktail party entails such extravagance. Hope the habit won't "catch on" here to this extent!

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HONG KONG, SUNDAY, MARCH 17, 1929.

Uncertain Ways of Certain Departments

IN his wisdom Rudyard Kipling coined the much-quoted phrase: "For ways that are dark and tricks that are vain." His mind was certainly on Cathay when he libelled a race that has been a source of great impetus to the trade of British hongs in the Orient. Had he omitted, in his greater wisdom, that is, after mature reflection, the first phrase and simply coined the now trite expression, "For tricks that are vain" the suspicion might have arisen that he did not refer to any Oriental race but to the methods and manners of certain Government Department officials within the mythical gates of Hong Kong.

A week ago, reference was made in this column to the blunt and brutal ways of certain officials in the course of their ordinary routine duties. They are, of course, supposed by those by whom they are paid their monthly salaries—the tax payers and the rate payers, to wit—to know their business and, what is more, to know how to run their business better than the mere outsider. In that lies more than a modicum of truth—so much, indeed, that there is a tendency in certain quarters to place all Government officials on a pedestal whereon, unhappily, some of them frown down on the common fry and expect obeisance morning, noon, and night. It is apt to come, therefore, as a painful surprise when they are found so enswathed with red tape, "olo custom," and stereotyped routine that they forget the ordinary decencies of civility and courtesy and forget, too, that they themselves are but human mortals liable to err and to be in mortal danger of over-balancing from their lofty pedestal. When there is grave suspicion of such an untoward occurrence it is doubtful whether they or the community are the more painfully surprised and grieved.

Mention, it may be remembered, was made a week ago to the "trick that was vain" in notifying the holder of a permit for a pipeline and intake on Crown land, in a notification dated January 4, of an increased fee of twelve dollars (as compared with one dollar previously) as from January 1. The same party happens to be executor for an estate. In this capacity he received a bill on March 1 for $38 in regard to "lands not leased" (to use the official expression), said bill being dated February 25. It is not to be expected that the average business man, who is generally "snowed under" with communications of one kind and another when a mail is delivered to him, would drop everything else and make out and post a cheque forthwith in payment of that precious bill. And so the matter was deferred. On March 10 there appeared in the "Sunday Herald" in this column the article to which reference has already been made. And, *the very next day*, Monday, March 11, there was delivered another P.W.D. official memo stating that the account for the sum of $38 forwarded on February 25 (but not received till March 1) had not yet been paid, and requesting that payment be made to the Hon. the Colonial Treasurer without delay. Moreover, the official memo was addressed to the gentleman concerned in his own name and not as the executor of the estate involved in the transactions.

Wrong though we may eventually prove to be, the suspicion is natural that last week's article has riled someone whom the cap has fitted and that the irritation so conceived has found vent in nothing more nor less than petty persecution most unbecoming on the part of any Government Department or of anyone connected therewith. In causing the delivery of blunt and brutal missives the authorities should remember that the Government is not always the creditor. Shroffs and letters of application for payment of accounts are not altogether unknown in Government Departments. The predecessor of the present Colonial Secretary was once threatened with the processes of law for non-payment of an account due by the Government that had been deferred for months and months. The mere presentation of an account, even though endorsed by the responsible person who authorised supply, is not always a guarantee of prompt payment from the coffers of the Government. But with certain Departments there is no such thing as give and take in the ordinary amenities of official life—hence it is that civility, politeness, and rational treatment are thrown to the four winds. Hence the resort to "tricks that are vain." And hence, also, our reiterated comment that the sooner the Colony has a Municipal Council the better will be the administration and the more contented will be the public, whose servants the present regime are. Let us save them in good time not only from "tricks that are vain" but also from "ways that are dark."

HONG KONG FAIRY STORIES

There is no more powerful body in Asia — indeed anywhere—than the Kowloon Residents' Association. The Legislative Council go about in fear and trembling at the mere thought of them.

* * *

The English team, having collapsed so badly in the final Test, H.K.C.C. hardly think it worth while to challenge them to a match in the Colony.

* * *

Hong Kong folk have no dread of the coming Summer, as "manufactured cold" will be on the market long before then.

* * *

So great has been the interest in the local tennis matches that Hong Kong cricketers have had no time to think of the Test Match in Melbourne.

Wanted a Local Air Service

A telegram to hand announcing further enterprise on the part of Imperial Airways, Ltd. — the pioneers in passenger flying—to the effect that they intend to start a new service of air liners between London, Brussels and Cologne, linking up with many other cities in Europe, causes one to conclude that while so much enterprise and energy in aerial travel are being shown in London and other capitals, how little—how very, very little—is being shown here in Hong Kong. True, here in the Colony we are to be, some day, a link in Britain's Imperial chain; and while doubtless that is of great importance Imperially we are not at all sure that it will really benefit us locally. At any rate, there can be little doubt that local affairs will necessarily be subordinated to those regarded as Imperial. Hence the necessity and the desirability of local enterprise stepping in to do what is nowadays so obviously necessary, namely, to start a local air service. Aviators have assured us that flying in this part of the world can be done, practically all the year round, under climatic conditions of a much more favourable character than in many other places. A regular service between here and Shanghai via Amoy and Foochow, and likewise between Hong Kong, Macao and Canton, is long overdue, and it is no credit to our claim for being up-to-date and enterprising that such public services should not long ago have been started. That they will come is inevitable; that they come so tardily will one day be regarded as by no means flattering to those who ought to have been more enterprising—but were not. Of course, the island being regarded as a fortification and all such enterprises still being looked upon as more or less undesirable, continues to be a very serious handicap. Aeroplanes hover over various fortifications every day in different parts of the world, with no ill-effects. It is high time that Hong Kong were more enterprising in this matter, as air travel is nowadays very much of a reality elsewhere and certainly should be so here.

Naval Limitation

Prompt on the passing of the Cruiser Bill by the United States Congress comes unofficial but authoritative notice of a new British initiative for naval limitation. Sir Esme Howard, the British Ambassador, made the opening suggestion unofficially, but such a move, though it could be made as a "feeler" without committing his Government, would scarcely have been made without his Government's permission. It would not be too late for the American to call a halt as Congress is voting the £50,000,000 required in instalments and not for the construction of the new fleet at once, but that point will not be raised by the British. American opinion is possibly right in relating the suggestion to the approach of the general elections in Great Britain. This, nevertheless, does not mean that the Government is insincere. That a Conservative Government should regard a naval agreement with America as a good election issue—though it must necessarily make concessions to American views—is a guarantee to the United States of the strength of British opinion in its favour.

THE "HERALD" CALENDAR

March 17, 1842.—"Friend of China" newspaper established in Hong Kong.

March 17, 1879.—St. Patrick's Hall, Garden-road, Hong Kong, opened.

March 18, 1929.—Edict of Commissioner Li to surrender all opium in Canton.

March 19, 1907.—Commission appointed to enquire into administration of sanitary laws reported to Hong Kong Government.

March 20, 1918.—Bishop of Victoria dedicated tablet in St. John's Cathedral in memory of Dr. J. M. Atkinson, P.C.M.O.

March 21, 1834.—British ship "Sarah" first free trader, sailed from Whampoa.

March 21, 1843.—Sir Samuel George Bonham became Governor of Hong Kong.

March 22, 1879.—R. C. Church, West Point, Hong Kong, opened.

March 22, 1921.—Enquiry into the wreck of s.s. "Hong Moh" off the Lammocks opened in Hong Kong.

March 22, 1922.—Scheme for abolition of Mui Tsai (child labour) in Hong Kong mentioned.

March 23, 1829.—Captain Elliott forced his way to Canton.

March 23, 1919.—New University Schools, Hong Kong, opened.

MARATHON RACE

(Continued from Page 1.)

1st Gunner Katar Singh (1), Hong Kong and Singapore Brigade, R.A. Time: 51mins. 33.4/5secs.

2nd Pte. Baulch, Somerset L.I. Time: 52mins. 33secs.

3rd Pte. Woollard, Queen's Royal Regiment. Time: 52mins. 41secs.

4th Gunner Daswanda Singh, Hong Kong and Singapore Brigade, R.A. Time: 52mins. 47secs.

(It will be noted that all the four named above bettered the time in which Pte. Tiernan won the last year).

5th Lce.-Cpl. Rowbottom, Queen's Royal Regiment.

6th Pte. Gear, King's Own Scottish Borderers.

7th Pte. Adams, Somerset L.I.

8th Pte. Hume, King's Own Scottish Borderers.

9th Marine James, H.M.S. "Suffolk."

10th Lowe (individual runner).

11th Pte. McCabe, King's Own Scottish Borderers.

12th Pte. Malbey, King's Own Scottish Borderers.

13th Sepoy Dharam Singh, Punjab Regiment.

14th Gunner Babu Singh, Hong Kong and Singapore Brigade, R.A.

15th Ldg.-Sigmn. Sibley, H.M.S. "Suffolk."

16th Gunner Katar Singh (2), Hong Kong and Singapore Brigade, R.A.

17th Pte. Barrass, King's Own Scottish Borderers.

Thanks to the splendid running of Ptes. Gear, Hume, McCabe, Malbey and Barrass, who, by being among the first 17, scored 54, the "Nestanglo" team shield and team medals presented by Mr. Tsang Fook went to the 2nd Battalion the King's Own Scottish Borderers. By scoring 65 points the Hong Kong and Singapore Brigade, R.A., secured second team place, a signal honour, although there were no prizes offered.

In addition to the individual and team prizes, there were two cups offered for the first two members of St. Peter's Club to finish the course. These were awarded as under:—

1st R. G. Hunt. Time: 69 mins.

2nd Young Tsun-luk, a youngster of about 15 years of age.

After the race, tea was served in the Club's grounds.

The Honour of Winning

Before the distribution of prizes, the Very Rev. A. Swann, President of St. Peter's Club, addressed the gathering. He said that he was glad for the fine support which had been given to the second Marathon race held by the Club, glad that the Club had again made such a success of the event, and glad that it was a competition between amateurs who were not out for money considerations but for the honour attached to the winning of such a race.

The trophies which they saw on the table were being given to the successful few not as payment for their fine performances but as evidence of their sporting prowess, of which they had every right to be proud as clean sportsmen.

Speaking on the meaning of the word "sportsman," the Dean said that he had come across a fine definition of that word by R.C. Lehman which he must pass on to all those present. He asked the members of the Club to pay particular attention to it.

Lehman was quoted as follows:—

"What, after all is a sportsman? As I understand the breed, he is one who has not merely braced his muscles and developed his endurance by the exercise of some great sport, but has in the pursuit of that exercise learnt to control his anger, to be considerate to his fellow men, to take no mean advantage, to resent as a dishonour the very suspicion of trickery, to bear aloft a cheerful countenance under disappointment, and never to own himself defeated until the last breath is out of his body."

That was the spirit in which the race had been run that afternoon, concluded the Dean, and all those who had taken part in it were sportsmen in the sense of that definition. (Applause).

The Dean then called upon Mrs. Kotewall to give away the prizes, and in doing so said that Mrs. Kotewall needed no introduction to the gathering as they all knew that she and her husband had taken a great interest in St. Peter's Club from its inception. (Applause).

After giving away the prizes, Mrs. Kotewall thanked the Club for giving her the pleasure of performing the ceremony that afternoon. She was accorded three hearty cheers.

Three cheers and a "tiger" for the competitors then terminated the proceedings.

Thanks to Donors

The thanks of the Club are due to the following donors of prizes:—

Messrs. Nestle and Anglo-Swiss Condensed Milk Co., for the "Nestanglo" Challenge Cup, the first prize replica of the Challenge Cup, and the "Nestanglo" Team Shield.

Messrs. the British-American Tobacco Co., (China) Ltd., for the second prize "Capstan" Cup.

(Continued at foot of next Column.)

ENGLAND'S CLIMATE

Coldest Weather For Fifty Years

YOUTHFUL CRITIC'S VIEWS

Reuter's telegrams have told us something of the Arctic conditions recently prevailing in England and Europe generally, and the following excerpt from a youthful correspondent gives further facts:—

England, Feb. 14, 1929.

"The weather here is perishingly cold—the coldest winter for 50 years. Everything is in white—jolly good, in a way, but we would rather it were slightly warmer.

There was a fire somewhere and the firemen had no sooner squirted one side of the building than the water turned into icicles. You have no idea how cold it is: you would all "pip it," honestly, if you were here.

The baths are absolutely frozen over: the boys have been skating over them all the day long until a master came out and played havoc because they had not asked permission.

The weather makes all in authority on the war path.

There is a number of cases of the 'flu. Rugger has been marred by the rotten frost, the ground being like iron. Everyone is deuced cold and grumpy, so excuse these few lines."

BILLY DEAN

Popular Lancashire Comedian

To-day and to-morrow, during all performances at the Queen's Theatre, another splendid additional attraction will be offered theatregoers in the form of Billy Dean, the celebrated Lancashire comedian, and Topsy Lee, who is known as "London's miniature Sophie Tucker." Billy Dean will be heard in a number of popular Lancashire songs, while his equally versatile partner will also render musical items. The artistes have appeared at most of England's famous halls, having recently completed a highly successful provincial tour with Moss Empires, Ltd. They are now on their way to Australia where extensive bookings have already been secured.

It is the first time that Hong Kong audiences have had the opportunity of welcoming a Lancashire comedian and, in view of the entertainment, to-day should again see crowded houses at the theatre. The season is unavoidably limited to two days as the artistes leave Hong Kong on Tuesday to take up their Australian dates, which commence early in April.

Usual prices are being charged during the local season.

PASSENGER LIST.

DEPARTURES

Per P. & O. s.s. "Khiva" for London on March 16:—

Lieut. G. Agutter, R.N., Mrs. G. M. Agutter, Lieut. R. Alexander, R.N., Mr. and Mrs. L. Allen, Mrs. B. and Mstr. D. T. Austin, Paym. Sub.-Lt. A. F. Blowers, R.N., Messrs. A. Bolton, H. H. Bristow, C. H. Brown, T. Dallin, R. A. Deare, J. H. T. Downes, J. R. Evans, H. Fenwick, Mrs. A. J. Few and three children, Mr. and Mrs. H. M. Graham, W. J. Graham, Miss A. Hamilton, Engr. Lieut. W. J. Hardy, R.N., Capt. H. H. Harwood, R.N., Mrs. A. Herber, Capt. G. Hopwood, R.N., Miss F. M. Hughes, Lieut.-Comdr. L. J. P. Jones, R.N., D.S.C., Mr. and Mrs. F. T Kelly, Lieut. R. H. Kennedy, R.N., Messrs. R. Lobban, H. G. Lowick, Miss M. A. P. Macevilla, Mr. M. G. O'Connor, Mrs. M. Pronty, Messrs. G. E. Suniyard, G. Travers, Mr. and Mrs. T. G. Weall and infant, Miss H. Weall, Mr. and Mrs. D. Young.

Mr. Andrew Cheung for the third prize cup.

Miss R. Mow Fung and Mrs. Griggs for the fourth prize cup.

Mr. Tsang Fook for the team medals.

Rev. Halward for the first prize cup for Club members.

Mr. G. W. R. Griggs for the second prize cup for Club members.

Officials Responsible

The following were the officials of the Marathon:—

President: Very Rev. A. Swann.

Chairman of Sports Committee: Mr. E. Zimmern.

Joint Hon. Secretaries: Messrs. J. C. L. Wong and H. S. Clayton.

Hon. Treasurer: Mr. E. Manning.

Starter: Mr. E. C. Thomas.

Judges: Messrs. G. W. R. Griggs, D. Trafford, W. Lamb, F. C. Mow Fung, Peter Pau, Lt.-Col. H. B. Vernon, H.K.S.B., R.A., and Lt.-Comdr. J. G. C. Gibson, H.M.S. "Suffolk."

Timekeepers: E. C. Thomas and P. Sands.

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Lee Yee, 12, D'Aguilar Street
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Hongkong Sunday Herald.

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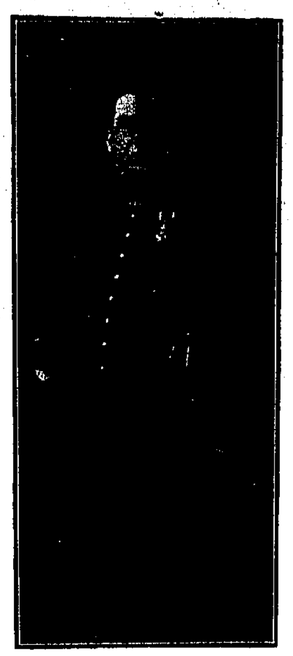
NOTABLES AT SHANGHAI.—An interesting group at the Washington Ball held at the Majestic Hotel, Shanghai, Brigadier O. C. Borrett, C.B., C.M.G., C.B.E., D.S.O., A.D.C., (Commander of the 14th Infantry Brigade and Commanding the Shanghai Area), is seen in the centre, while at his left are Mrs. E. S. Cunningham, Chev. S. K. Chen (behind), Mr. Tang Shao-yi (an ex-Premier) and Mrs. Borrett, with Dr. C. T. Wang (Foreign Minister) behind. At the extreme left is Dr. H. H. Kung (Minister of Industry and Commerce).—(Ah Fong).



DR. C. DOS SANTOS.—A former Portuguese Consul-General at Canton.—(See article on page 20).

WASHINGTON'S BIRTHDAY CELEBRATED.—The 197th birthday of George Washington, first President of the United States of America, was enthusiastically celebrated by the American community of Shanghai at the Majestic Hotel. Decorated all round with American flags, the ballroom was filled with Americans and a large number of well-wishers of other nationalities, official, military and naval representatives, including numerous official guests. The function was one of the most successful held in recent years.—(Ah Fong).

GENERAL CHAN MING-SHU.—Chairman of the Kwangtung Provincial Government, Commander of the 11th Nationalist Army and Defence Commissioner for the south of Kwangtung, who is in hospital in Hong Kong, with his wife, following injuries sustained in the King Edward Hotel fire.

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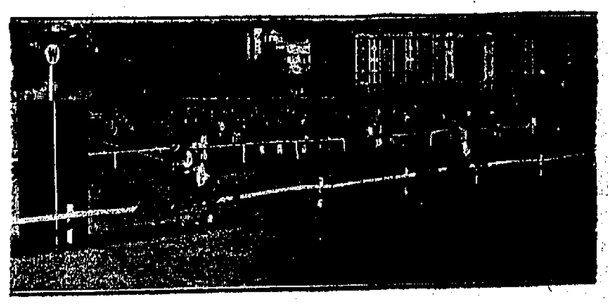
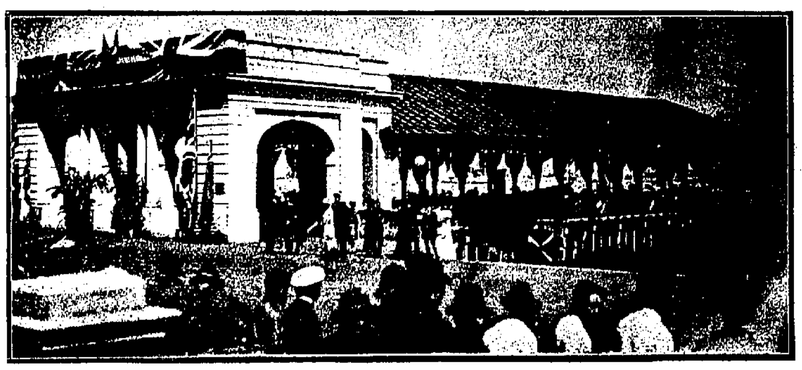
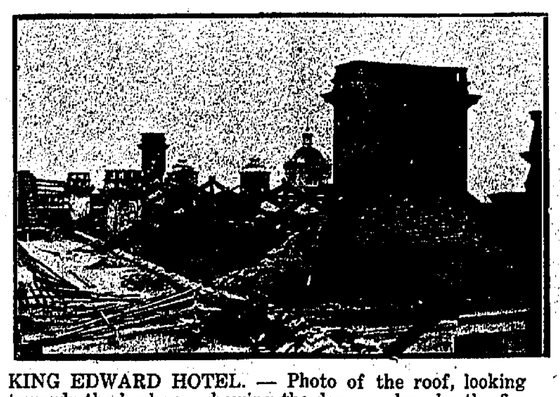


EXCELLENT TIME. — Mr. Ho Kom-tong's Majestic Hall (ridden by Mr. Wong Tsing-lim) winning the First Extra Meeting Stakes in 2 minutes, 03.2/5 seconds, carrying 160 lbs., from Christmas Chimes, the favourite.—(K. Fujiyama).



G.O.C.'s DEPARTURE.—Queen's Pier decorated for the departure of the former General Officer Commanding, South China Command, Major-General C. C. Luard, C.B., C.M.G., with Mrs. Luard and Miss Hannah Luard, who are bound for Home.—(K. Fujiyama).

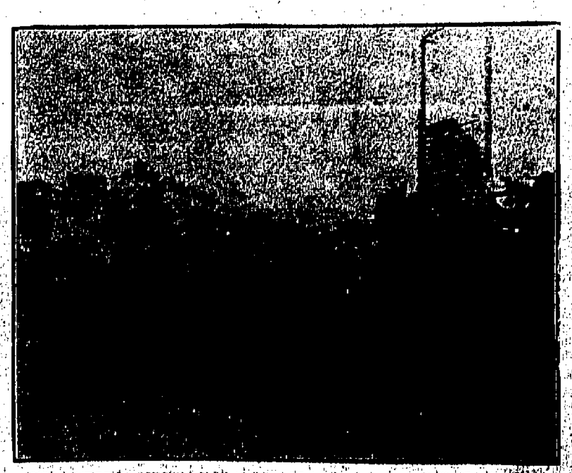


KING EDWARD HOTEL. — Photo of the roof, looking towards the harbour, showing the damage done by the fire on March 11 when ten persons were killed and five injured. —(K. Fujiyama).

KOWLOON'S REPRESENTATION.—The garden party held at the Club de Recreio, King's Park, by clubs and institutions of Kowloon in honour of the Peninsula receiving representation in the Legislative Council.

FANCY DRESS BALL IN AID OF THE SOCIETY FOR PREVENTION OF CRUELTY TO ANIMALS.—Held in the palatial Peninsula Hotel at Kowloon with distinguished success which gladdened the hearts of the S.P.C.A. officials. —(K. Fujiyama).

VICTORY IN HONG KONG.—The baseball team of the U.S. Asiatic Fleet who defeated the Chinese of Hong Kong and some of Honolulu by 3 runs to 1 at Caroline Hill.—(K. Fujiyama).



SURPRISE VICTORY.—Mr. Ho Kom-tong, O.B.E., leading in his Majestic Hall (a 1929 griffin) after a surprise victory in the "big event" at the H.K. Jockey Club's 1st extra meeting, over a mile, ridden by Mr. Wong Tsing-lim. The "tote" dividends were $54.60 and $15 respectively.—(K. Fujiyama).

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The Woman's Page

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A Charming Evening Wrap

You'll go a long way before you discover a prettier garment than the evening wrap of apple green transparent velvet shown in the photo. Beige fox cuffs enhance the luxury note, and a hand-painted lining of a lighter shade of green satin completes the costume

Plump Lines More Pleasing

What will become of the boyish figures of our choristers and actresses if C. B. Cochran, British producer, can spread this idea of his to feed the girls during rehearsals to obtain figures "a la Rosetti;" Plump lines are more pleasing, so he says, and the girls with the "billowy lines" can dance just as well; besides they have more stamina. It is pretty safe to say that the idea will never spread to the cinema. What would Sally Phipps (left), Adrienne Dore (centre) and Mary Duncan (right) ever do if their contracts let them eat a square meal? No, sir; not for them.

Gorgeous Panne Velvet Wrap

This new evening creation brings into play all the grace that can be obtained from long graceful lines of draped effect. The material, white satin georgette, is embellished with bands of rhinestones running from the shoulders which heighten the long lines. White panne velvet, trimmed with white fox, is used in the wrap.

THE GREAT GAME OF KEEPING YOUNG

[By Marion Ryan]

I believe it was Lord Clarendon who remarked unfeelingly to Lady Castlemaine, "Woman, you will grow old."

Well, anyone who said that to the New York woman of 1929, even if she happened to be old by actual years, would receive a superior smile or a merry retort, for the New York woman is determined not to grow old and goes to work so systematically to defeat Age that she gets marvellous results. Even when you know she is a grandmother, you look at her slim figure and her smooth face, you note her bounding vitality and unending interest in things and you are prepared to believe that Lord Clarendon was wrong. Some women do not grow old.

Of course the New York woman gets a tremendous amount of help. There are laboratories where youth-giving devices are always being invented and tested. There are doctors who specialise in helping her to keep thin, or to repair her nerves and other doctors (beauty doctors these) who are continually treating her face and finding new preparations to keep her muscles firm and her skin young and fresh. And she is willing to try everything, to do as she is told and to sacrifice many of her pleasures to cling to youth or a semblance of youth.

Plastic Pack Craze

Each year in New York some new beauty device is popular. The old ones are not abandoned but the new ones are first in favour. This winter it takes the form of "packs." The "plastic pack" which hails originally from Vienna, is particularly in favour. It is costly and has to be applied eight to ten times. After a good cleansing with an oily cream, it is spread over the face and allowed to harden so that when removed it is a perfect cast of the features and it has cleaned and refreshed the skin.

Smoothing Out Extra Chins

Even more costly is a pack of some astringent and cream mixed together. When this is applied an electric vibrator is used and extra chins are smoothed out and flabby jaw lines made firmer. Of course the women who indulge in face-lifting every two or three years do not need packs, but there are still great numbers of wealthy women who will not undergo the lifting process, and it is for these that new packs and astringent treatments are always being offered, while women who have kept their facial contours fairly well cling to massage and patting treatments with an astringent tie-up as the finishing touch.

The testing of the quality of hair and skin has become an important feature of beauty culture. A first visit to a beauty specialist is like consulting a doctor, for one gives data is of health, of diet, disposition and the amount of exercise taken. Skin and muscles are scientifically examined and a treatment is finally recommended.

BRITISH FABRICS

In the London salon of a dress manufacturer who employs 400 work-people in Macclesfield and London 260 new spring models were shown recently. The models were all British made. And—a very significant fact—90 per cent. of the materials used were all-British.

New Sophisticated Designs

After the parade I examined swatches of those British materials. There were fine satins and crepe de Chines from Macclesfield, Yarmouth, and Kent, some of them printed with sophisticated, up-to-the-minute designs in excellent colourings. There was a new double-weave georgette giving in some lights the effect of a small check, and a new reversible satin, specially soft and supple. There was a new Bradford hopsack, woven with a specially smooth finish, to make light coats for two-piece suits. And there were fine tweeds in plenty.

Millions of Yards Every Year

"For the last year we have been trying to work in co-operation with the manufacturers of materials," a manager of the firm said. "We spend tens of thousands of pounds in dress fabrics every year. The amount of material we use runs into millions of yards. In many cases the easiest way for us is to order the new materials from abroad.

"But that policy is bringing prosperity to foreign manufacturers and disaster to home trade. British manufacturers can supply fashion materials provided they get into touch with the dress manufacturers and realise exactly the type of goods required.

To Help Unemployment

"Women who realise now cleverly designed and exquisitely made certain British fabrics are will have the power of helping to solve the unemployment problem in this country.

"Hundreds of yards of lace have been ordered from Nottingham for the new evening gowns. I have just placed a second contract for 2,500 yards of corded silk, which is being used for many of the new coats. This firm is only one of many which might, through collaboration with the fabric manufacturers, help to bring about a great revival of British industry by placing big contracts in this country instead of abroad."

The progress of British-designed fabrics was nowhere better illustrated than in the many clever stockinette sports suits shown at the parade. Many had elaborate geometrical patterns woven into them, while one jumper in a stockinette of two tones of blue had an amusing pattern of ships with brilliant orange sails. The colours were specially gay and charming, one emerald green stockinette having a striped edging of yellow and black, another vivid blue fabric being decorated with zig-zags of yellow and blue.—Jacqueline, in "Daily Mail."

For Spring

The combination of two different kinds of straw is a popular feature of the early spring hats in London. This is a Reslaw model which displays a crown of ballibuntal straw and a brim of cellophane rustic plait.—(Sport and General).

PANEL-PAINTING

[By Marie Muggeridge, who has had 50 Hotel bedrooms, decorated in this manner.]

It is easier than some women think to beautify their own room with their own handiwork. I do not mean putting small painted pictures on the walls or a fire-screen in the fireplace, but real paintings on the walls themselves.

Do not think for one moment I am suggesting you should do house decorators' work of painting large surfaces, which, believe me, is not so easy as it looks. What I am suggesting is that, having had your room painted in some soft neutral colour which you may fancy, you can then embellish the scheme and get an effect which could only be achieved by calling in an expert decorator who might, or might not, carry out the scheme to your satisfaction.

If Your Forte is Flower-Painting

A simple panel placed on the wall, a few inches wider than the space to be occupied by the bed and, say, from six to seven feet in height, can be very decorative and effective.

For example, if your particular forte is flower painting, why not paint a rambler rose climbing up from the skirting board and forming an arch round and dropping down the other side, not necessarily again to the skirting but to about four feet above it?

A pretty effect can be achieved by imagining a curtain hung on a silver or golden pole. This would be draped across the painted pole at the top and falling down in festoons with loopers and tassels to hold the curtain as if it were framed in.

Again introducing the silver or gold pole across the panel, a rope can be festooned from it and in the centre a Wedgwood panel or miniature picture in a golden frame. This also looks very well.

Choose Suitable Background

With regard to the colour of the walls, this would of course be chosen with a view to the decoration which it is proposed to paint on it, and ordinary oil paints can be employed if the wall is a painted one. This treatment of one panel relieves the monotony of plain walls and does not interfere with the hanging of pictures or photographs, which most girls like to have in their bedrooms.

WOMEN HUMORISTS

Women humorists feature on some of the records in Edison Bell's new list.

People who doubt the comic sense of women should hear "Giggling Gertie," sung in an inimitably droll way by the American comedienne, Mabel Marks, who achieves what I had imagined to be the impossible feat of giggling in exact tune and time to a bugle call, the sailor's hornpipe, and the wedding march.

Some Wireless Favourites.

Mabel Constanduros, whose voice is also familiar to wireless listeners, is less good in "The Guide," double-sided monologue in which a Cockney woman makes a series of gaffes as she shows visitors round a museum.

"Uncle Ronald," also of the B.B.C., gives another clever whistling solo, "A Tale of the Woods," and a novel series of short comic songs, "Half a Dozen What-Nots."

And Two Skits

Two skits on wireless programme illustrate very aptly the recent controversy in "The Daily Mail." "Broadcasting the Nightingale," complete with 'cello music and every imaginable interruption from donkeys, cuckoos, and other rustic noises, is done by Clown Argo and Co., while Tommy Handley gives a parody of a talk on "Gardening," which would be ten times more diverting if the points were less obvious and less heavily underlined. — Tone Arm in the "Daily Mail."

LADIES' BAGS

The Dolly Vardon Hat Shop has received a new consignment of Daisy de Luxe bags, Nokabout bags and what should be a very popular bag with the ladies, the Daisy Shopping Bag.

These bags are all fitted with the zip patent opener, and are really very smart in appearance and quality. In the Daisy de Luxe and Nokabout bags, there is ample room for dresses, slippers, hats and other articles for a trip; they are rain-proof and dust proof and very light in weight.

A visit to the Dolly Vardon Hat shop will convince ladies of these bags' distinctive appearance and usefulness. The Daisy shopping bag will also appeal as a useful article in which to hold those small parcels that are so apt to go astray during shopping.

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THE "MASTERPIECE" ..... $22.50 — $25.00
THE "LIGHT BLUE" ..... $25.00 — $27.50
THE "SHAMROCK" ..... $17.50 — $20.00
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EVE
SMART WASHING DRESSES
in Art Silk, Voile & Linen
priced from $9.50
PEDDER STREET.
Opposite H.K. Hotel.

ROUND THE GLOBE IN PICTURES.

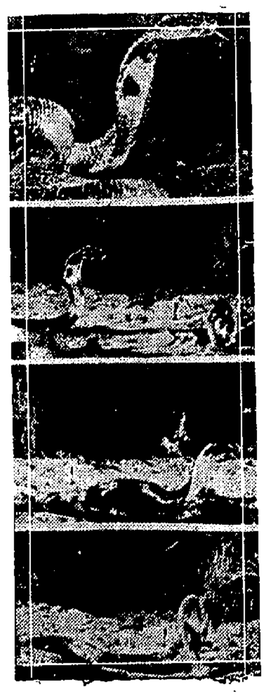
Emancipation Statue. This statue of Abraham Lincoln, depicting the freeing of slaves, is in Lincoln Park, Washington. It is the work of Thomas Ball.

World's Biggest Beggar. Simla, the big circus elephant, getting a bite to eat from a kind-hearted old lady at Ouseburn. The beggarly pachyderm goes the rounds of the houses in the village each day for a hand-out.

Shipwrecked Whales.—One of the strangest sights ever seen in South Africa—hundreds of whales lying dead on the beach here. The monsters were washed ashore by the stormy seas. Here, citizens are shown watching the council workmen sawing a whale in two. The carcasses were later dragged to a place high above sea-level and were buried in trenches. Apparently a whole university of whales had foundered.

"Rubberneck" Planes Introduced.—Sightseers seated in a "rubberneck" plane. Tourists will now be able to see what things look like from above, a guide announcing the points of interest as they are passed over.

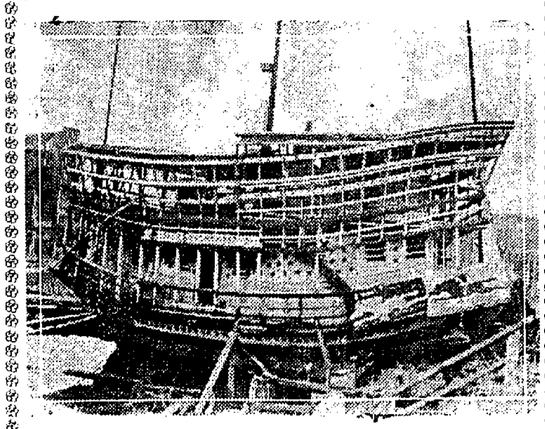
Late Governor-General Henry Stimson of the Philippine Islands, shown with one of the many deep-sea fish hooked by him during a recent tour of inspection to the various islands in the group.



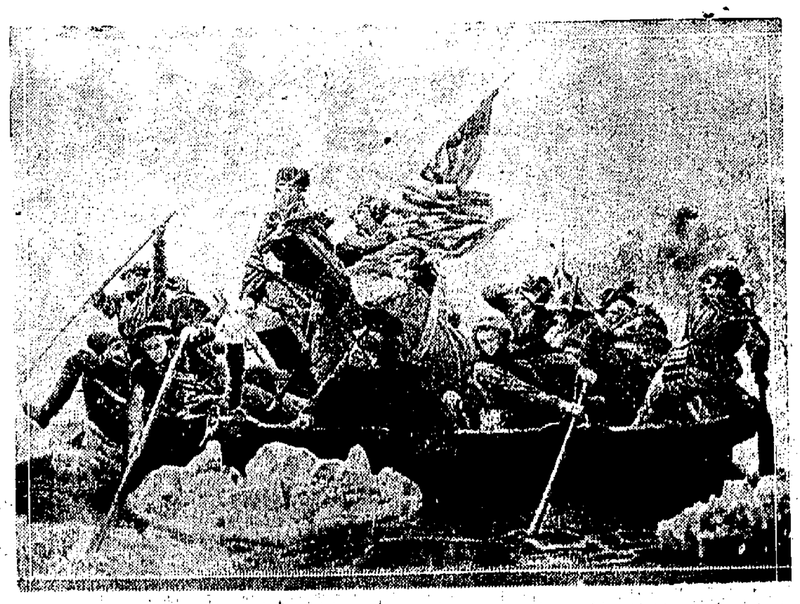
A four-part movie of the mortal combat between the mongoose—an animal in India about the size of a ferret—and a deadly cobra. Upper, shows the excited cobra, with his "hood" puffed out and his fangs darting out like lightning—ready to strike! Second, the nonchalant mongoose appearing as if he didn't know his enemy were near. Third, the mongoose gets behind the snake—ready to kill. And lower, the death blow!—the mongoose biting the head of the exhausted cobra.

Japanese women breaking an age-old tradition—that of pounding rice cake. These modern women are "showing up" the men by taking over the hard labour of wielding the quaint pestle. It is the first time this has happened in Japan's history, the traditional rice pounding being done by the so-called stronger sex.

Preparing Non-Combatants for Next War.—A Russian Soviet Army officer teaching men and women of one of the larger towns how to put on gas masks. The Soviet authorities are firm in their belief that the next war will be waged on the non-combatants to a much greater degree than in the 1914-18 War.



Another Noah's Ark.—The completed 'Ark" which William Greenwood built for his own personal use—no animals. It is 80 feet long, 20 wide and 25 high, but has no steering gear because as he says "the good Lord will steer it." He predicts a devastating flood for the entire Pacific Coast because of the wickedness there. The ark has taken him several years to build.



Historical Event in the Life of Washington.—Painting of Washington and his troops crossing the Delaware at Trenton, December 25, 1776, during a night attack by Washington upon the British troops whom he surprised and defeated.

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FOR INTERNAL PARTITIONS.
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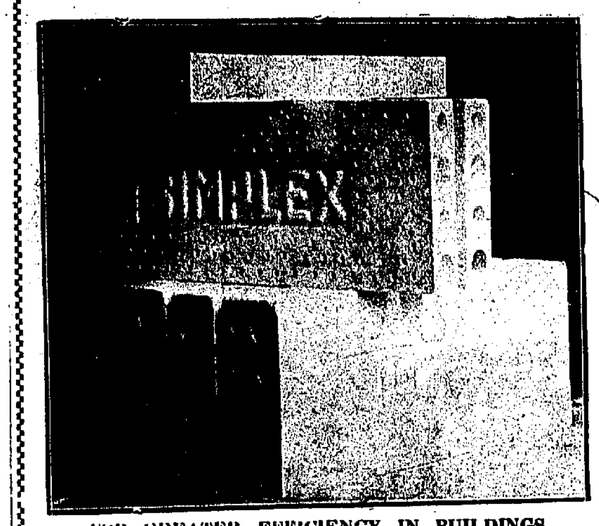
FIRE PROOF & VERMIN PROOF.



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Telephone C. 3759 2nd Floor Powell's Building.

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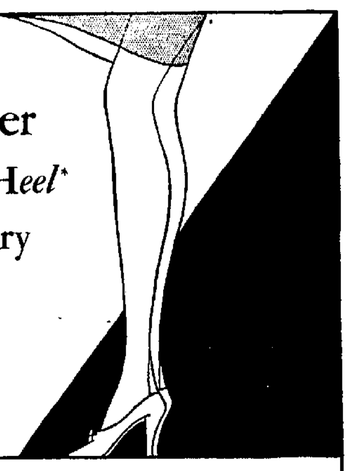
*Slipper Heel** Hosiery



In step with the mode—in color—in weight—in beauty—is Kayser "Slipper Heel" Hosiery. The shimmering lustre of the pure thread silk gives vibrant life to the subtle shades...soft grays and beiges for tailored or afternoon... subtle flesh effects for evening. Woven so finely, so evenly that there's no ripple or line to mar its beauty.

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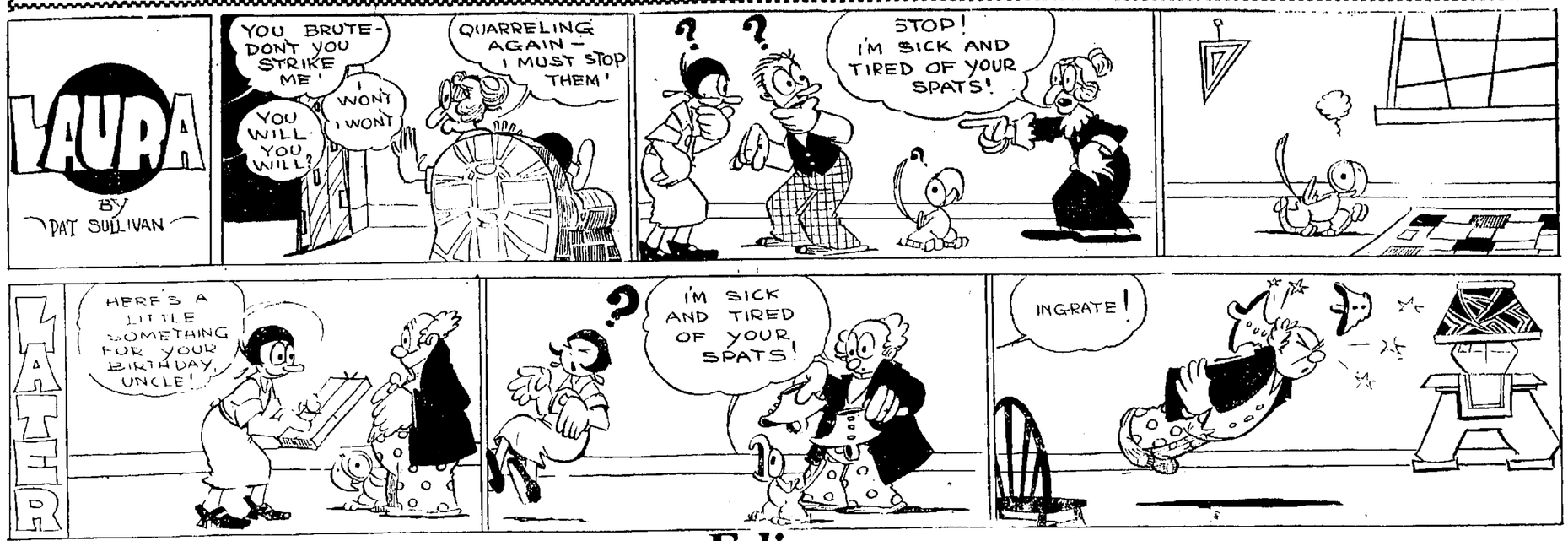
Every form of Chinese entertainment.
Collections of wonder.
Plain, Chinese meals for Europeans.
A chance to see things of wonder and magnificent beauty. All for 20 cents.



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LADIES and GENTLEMEN.
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TO BE WELL GROOMED, PAY US A VISIT
1st Floor, 39a, Queen's Road Central.
Entrance Pandora.

EASTER EGGS
FOR GIFTS OR SWEETS
We have just received a large assortment of unfilled Easter Eggs in all sizes. Suitable for putting Easter Gifts in or filling with Sweets for Children's Easter parties.
Prices: 20 Cts. to $1.25.
PUT YOUR EASTER GIFT IN AN EASTER EGG.
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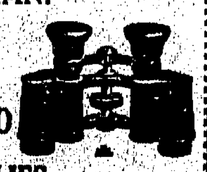

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HONG KONG.

HOTELS CO. MEETING

"Particularly Gratifying Announcement"

A SHAREHOLDER'S EULOGY

Chairman Answers Question About Queen's-road Buses

The annual meeting of Hong Kong and Shanghai Hotels, Ltd. was held yesterday in the company's registered offices, Exchange-building.

The attendance comprised Mr. J. Scott Harston (chairman), Mr. E. M. Raymond, Mr. John Fleming, Sir Elly Kadoorie, K.B.E., Com. Leg. Hon. (directors), Mr. J. H. Taggart (managing director), Mr. P. H. Suckling, A.S.A.A. (general manager), Mr. F. C. Barry (secretary) and the following shareholders: Mrs. J. H. Taggart, the Hon. Mr. W. E. L. Shenton, Messrs. Arthur Brearley, N. V. A. Croucher, W. E. Van Eps, J. E. Joseph, O. Kitchell, P. K. Kwok, Lee Coon, C. Mancini, P. I. Newman, H. O. Odell, T. R. Parsons, C. A. da Roza, Kelly Sayce, H. E. Scriven, A. W. Smith, W. C. Van der Steen, J. F. Wright, H. Birkett, E. Abraham and Horace Kadoorie.

Chairman's Speech

The secretary read the notice convening the meeting. The chairman then presented his address as follows:

Ladies and Gentlemen. The report of your directors and statement of accounts for the financial year ended Dec. 31, 1928 having been in your hands for the prescribed period, I will, with your permission, follow the usual procedure, and take them as read.

The auditors' report is as follows: We have audited the above account and balance sheet with the books and documents of the head office and the accounts and balance sheet of the Shanghai branch rendered by Messrs. Thomson & Co., as accountants to the company in Shanghai, certified by them as correct. We have obtained all the information and explanations we have required. In our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the company's affairs according to the best of our information and the explanations given to us and as shown by the books of the company. Percy Smith, Seth and Fleming, Incorporated Accountants, Auditors, Hong Kong, 6th March, 1929."

Accounts

You will observe from the Profit and Loss Account for the year 1928 that the balance of Working Account amounted to $1,113,867.15 against $1,102,559.43 for 1927 an increase of $11,307.72, which I think under the circumstances may be regarded as satisfactory, more particularly as during the summer months business both in Hong Kong and Shanghai fell much below the average for that particular time of the year.

You will observe also that the working profit for the year has been augmented by the sum of $974,169.75 in respect of the profit on the sale of the old Hong Kong Hotel site (North block) and No. 16, Des Vœux-road, which property was disposed of to the Hong Kong Land Investment and Agency Co., Ltd. on Nov. 30, 1928, and I propose to make further reference to this subject later.

Properties Well Maintained

Referring to the debit side of the Profit and Loss Account, you will note that "Mortgage and Bank Interest" is considerably lower than last year. As my predecessor in the chair explained to you at the last annual general meeting, during the Military occupation of the Peninsula Hotel interest applying to "Construction in Progress, etc." was debited to Profit and Loss Account, and, per contra, the item of "Rents" received the benefit of the rental revenue derived from the Military Authorities, whereas, on the termination of our lease with the Military Authorities and consequent renewal of work on the building the relative interest was again capitalized. Any explanation of the various other items comprising the Profit and Loss Account would appear to be unnecessary—they being, I think, self-explanatory. I would emphasise, however, that depreciation has again been provided for on a liberal scale, and that in addition your properties and equipment have been well maintained out of revenue.

Assets

Turning to the Balance Sheet, you will notice that on the assets side "Land and Buildings" now stand in round figures at $16,000,000, and on this subject you will be interested to hear that the book value of the company's properties is considerably below present day valuations. To illustrate this, I will cite one instance, viz., the Majestic Hotel property in Shanghai. The value of the land in respect of this property appears in the books in round figures at $1,000,000 below the figure shown by the latest Municipal assessment relating to that property.

The increase you will observe in the assets figures under the heading "Furniture and Fixtures," "Machinery and Plant," "Linen, Crockery, Glassware and Plated-ware," are due, in the main, to the equipping of the Peninsula Hotel.

The only other item appearing to call for comment on the assets side of the balance sheet is "Motor Cars, Coaches and Trucks," which item has increased since the 1927 period by slightly over two lakhs. This augmentation is mainly due to the acquisition of additional motor buses for the Queen's-road and Felix-villas routes.

Reserves

Turning to the liabilities side of the balance sheet you will observe that "Land and Buildings" Reserve has been reduced by an amount of $806,157.54. This represents the accretion credited to the account on re-valuation from time to time of the Remaining Portion of Marine Lot No. 7, i.e. site of the old Hong Kong Hotel North block, which on sale of that property became transferable to the Realisation Account. Should shareholders approve of the recommendations of the Board the "Construction and Development" Reserve will stand at $1,000,000 and the "General" Reserve at $3,000,000, which figures have been, for the purpose of lucidity, incorporated in the accounts.

"Loans Secured by Mortgages" show a reduction of some four lakhs vis-a-vis the previous year—such reduction being due to the income from sale of property, less payments towards the completion of the Peninsula Hotel.

There appear to be no further items calling for explanation, and I trust that shareholders will approve of the appropriations recommended by the Board. The financial situation does not warrant the distribution of a dividend for the year under review, and approval of the Board's recommendations will have the effect of considerably strengthening the company's position.

Hong Kong Hotel

With regard to the disposal of the old Hong Kong Hotel site (North block) and No. 16, Des Vœux-road, your Board gave careful consideration to the matter of developing these sites, and financial facilities were available for reconstruction purposes but, in view of all the circumstances, your Board decided to dispose of the property. It was considered that on the opening of the Peninsula Hotel, Kowloon, the company would be in possession of an up-to-date establishment replete with all the most modern conveniences offering a superlative degree of comfort to guests. The financial "lock-up" in land alone—in connection with a reconstructed hotel on the old Hong Kong Hotel site (North block) would heavily militate against the erection of an establishment capable of comparison with the Peninsula Hotel. Moreover the South block—containing the present Hong Kong Hotel—appears adequate to cope with the volume and class of patronage its centralised location attracts.

Peninsula Hotel

"It is unnecessary for me to enter into a lengthy dissertation on the merits of the Peninsula Hotel, as shareholders and the general public have had adequate opportunity of gaining first-hand information by visiting that establishment. Regarding the financial benefits to be derived from this Hotel, I am pleased to inform you that the measure of patronage accorded thereto is very gratifying, and endorses the action of your Board in embarking upon a project which gives the Colony an up-to-date establishment capable of fulfilling the requirements of the most exacting, and of handling the heavy volume of transient traffic carried by the passenger steamers which, virtually, berth at its door-way.

Automotive Transport

I am pleased to be able to state that, during the year under review, your company was successful in obtaining a concession for the extension of its motor-bus services through Queen's-road from Tai Hang Village to Kennedy Town. Although this service was initiated in the beginning of the last quarter of the year under review, we were not in a position to run a full-time service until the early part of January of the current year. I am pleased, however, to be able to state that this new venture proved a success from it inception, and the measure of support accorded to it bears eloquent testimony to the fact that there was a crying need for what I may term a "de luxe" bus service through the central part of the city.

Shareholders will doubtless have read with interest leading articles and correspondence appearing in the local Press during the past few weeks on this subject, and whilst I am naturally disinclined to make any statement possible of controversial interpretation, I deem it requisite to trace in brief the facts relating to the inception and subsequent growth of the bus services operated—very efficiently I think I may fairly say—by your Garage Department.

In the year 1918, one of the enterprises your company had in hand was the construction of the Repulse Bay Hotel, at which time the motor roads of the Island were very limited, and in fact the "round-the-island" road was then still under construction—it not being possible to motor further than Little Hong Kong on one side of the Island and Shaukiwan on the other. The opening of this road to traffic synchronised with the opening of the Repulse Bay Hotel, and it became imperative for this company to find some regular means of transit in order to meet the public demand for cheap and expeditious transport between the City and the South side of the Island. In these circumstances, your Managing Director approached the local concerns engaged in that particular class of business, but I regret to say he received very slight encouragement notwithstanding the fact that your company was at that time prepared to subsidise such companies against a loss on working covering a reasonable period it being understood that in the early stages at least a motor bus service would not prove profitable. Despite all efforts in this direction, no support was forthcoming, and it therefore became necessary for this company to inaugurate its own motor-bus and motor-car service, and six buses were ordered and arrived in the Colony on Jan. 26, 1922.

During the Strike

In the first instance (in February and March of that year) the company ran a service from the Hong Kong Hotel to the race course and subsequently took up a regular service to Repulse Bay via Pokfulum. Later, in the year 1923, your company was in touch with the Government with a view to obtaining a concession for an extension of their motor bus service from Happy Valley to Kennedy Town. Little encouragement was received owing to the fact that the Government were of the opinion that the time had not then arrived for the institution of a service of this description. In 1924—Stubbs-road being then under construction—your company approached the Government with a view to obtaining permission to run its buses via this road to Repulse Bay, and again brought up the subject of the Queen's-road route, and whilst the latter suggestion was not entertained (for the same reason as previously given) nevertheless, in the General Strike of 1925—the Tramways in common with other services being dislocated (in fact there were no trams running owing to the Police Authorities having notified the Tramways Co. of the possibility of riots taking place if the tram service were continued)—this company ran a regular service between Blake Pier and Happy Valley via Queen's-road East—thus giving facilities to the community in those particular districts.

Government's Thanks

Coincidentally with resumption of the Tramway service, a general dislocation of the bus service on the Kowloon Peninsula took place, and this company, in one night, transported the whole of its fleet of buses to Kowloon, and, within its limitations, carried on a service there for a period of two days—which service I may incidentally add was largely instrumental in breaking the Kowloon bus strike. For these services your company received the thanks of the Government, and again the matter of a regular service through Queen's-road was touched upon but vetoed by the Government for the reasons previously given, that is to say, that in the Government's considered opinion the time had not arrived to warrant a service of that description.

In 1926, your company was approached by a large property owner at Pokfulum with a view to inaugurating a regular service to Felix-villas via the University, and, after consideration of the matter, such service was inaugurated and in fact guaranteed against loss by the applicant during a period of three years, but I am pleased to state that since the inception of this service, the support accorded to it rendered unnecessary any recourse in this connection.

Chinese Petitions

In 1927, this company again approached the Government on the matter of the Queen's-road service, particularly having regard to the fact that the company had been in receipt of petitions from the residential Chinese community at each end of this route requesting the company to inaugurate some such service. In this instance the company's request was granted, and, as I have already mentioned, not only has the service in question been inaugurated, but, I am pleased to say, it is working satisfactorily and the support accorded to it has been such as to make it necessary for your Board in the course of the next few months to materially increase the number of vehicles on the route.

Reserves Augmented

It is a matter of regret to your Board that they are not in a position to recommend a distribution

(Continued on Page 10.)

NEW ADVERTISEMENTS

C R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 18th day of March, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Sq. feet.	Annual Rental Upset Price
	New Kowloon Inland Lot No. 1211.	Between New Kowloon Inland Lots Nos. 1166 and 1167, Kil Lung Street, Shamshuipo.	ft.	ft.	ft.	ft.	about	$ c.
			As per sale plan.				8,969	62 13,440

O. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 18th day of March, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Sq. Ft.	Annual Rental Upset Price
	Kowloon Inland Lot No. 2138)	Junction of Nathan Road and Bute Street, Mong Kok.	ft.	ft.	ft.	ft.	About	$ c.
			As per sale plan.				14,135	162 28,370

TAIPO BUMBLES

Finest and Fattest Mosquitoes

[From our Correspondent at the Front]

The Taipo Public Health Committee reported they had considered resolutions of the Sheung Shui Town Council and Fanling Rural District Council relative to the generally unsatisfactory method of generating the finest and fattest mosquitoes in the World. They therefore wrote the Council on the other side of the Sound, urging them to set up a Joint Committee in accordance with the Chinese Passenger Act 1855. It was stated that the Council had concurrent powers with the local sanitary authorities with regard to the prevention of ditch pollution, but that the law was the subject of inquiry and was likely to be reviewed by Parliament in the not distant future. The Committee thought it desirable to await the outcome of such review before arriving at a decision. The Agricultural Committee—another Rag Time Outfit—which had also considered the resolutions, reported they had directed the attention of the Taipo Drainage and Navigation Commissioners to them, with an expression of opinion that the ditch, not only in the Fanling and Sheung Shui areas, but elsewhere in the jungle, was in urgent need of works of maintenance and that early attention should be given to the practicability of the Commissioners pulling their thumbs out snappily.

[Editor's Note: The woman is mad.]

VACCINATION

St. John Ambulance Brigade

The number of Chinese vaccinated—free of charge—by Members of the Ambulance Brigade, up to and including Friday:—

Chinese Y.M.C.A. Division	28,870
King's College Division	27,692
Railway Division	9,372
Indian Division	4,950
Kowloon Division	105,400
Mongkok Division	126,604
Shaukiwan Division	8,665
Un Long	1,618
St. Joseph's College Division	6,802
Victoria Nursing Division	718
Y.W.C.A. Nursing Division	482
Total	320,747

NOTICE.

MR. E. F. RONALD SAMPLE, A.R.I.B.A., Senior Partner in the Firm of Denison Ram and Gibbs, Architects, Civil Engineers and Surveyors, has qualified for election as a Fellow of the Royal Institute of British Architects and was duly raised to Fellowship on the 4th February, 1929, by the Council of the Royal Institute.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the SECOND EXTRA RACE MEETING to be held on SATURDAY, 30th March, 1929, and on MONDAY, 1st April, 1929 (weather permitting) may be obtained at the Race Course, Hong Kong Club, and Causeway Bay Stables.

Entries will CLOSE at 12 o'clock noon on FRIDAY, 22nd March, 1929.

Hong Kong, 16th March, 1929.

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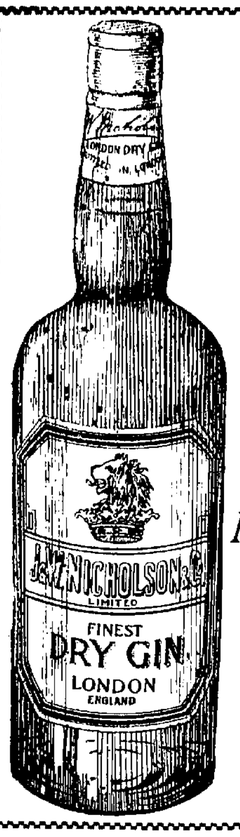
CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 8A, Wyndham Street or 'Phone C. 4641.



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Follow LONDON'S LEAD AND *DRINK NICHOLSON'S*

Sole Agents:—

T. E. GRIFFITH, LTD.

6, Queen's Road C. Tel. C. 3517.

REGULAR MASSAGE TREATMENT

USE THE "PUNKT-ROLLER"

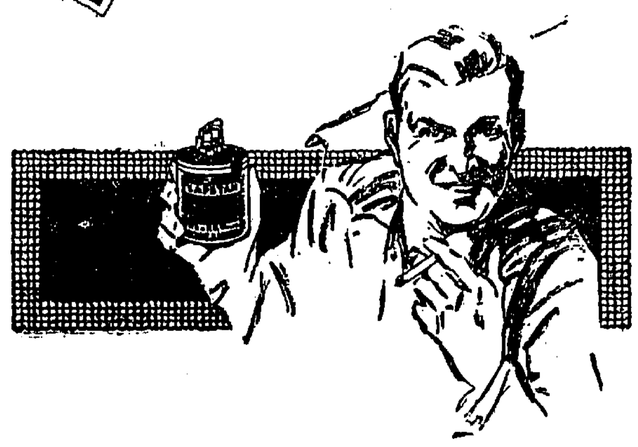
This is the most effective form of massage. The exhilarating effects of five minutes' use leave the circulation sufficiently active to dissolve FAT DEPOSITS. The invigorating sensation of fitness remains for hours. See for yourself, from day to day, the use of the PUNKT - ROLLER will REDUCE and SHAPE THE HIPS, THIGHS and CALVES.

THE PHARMACY

(FLETCHER & CO., LTD.)

Asiatic Building. Telephone C. 345

The PROOF of the Smoke



IS IN THE SMOKING.

TRY CAPSTAN

The advertisement is issued by the Imperial Tobacco Company (China), Ltd. ED-506

The Cinema Page

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 & 9.20.)

To-day and To-morrow.—"Silk Legs," a humorous romance of business. Starring Madge Bellamy, James Hall and Maude Fulton. Also, Billy Dean, the popular Lancashire comedian, and Topsy Lee, in a series of burlesque items.

Tuesday Only.—"Street Angel," the companion picture to "7th Heaven," with Janet Gaynor and Charles Farrell.

Wednesday to Saturday.—"Laugh Clown Laugh." Lon Chaney's spectacular drama of the theatre. With Nils Asther, Gwen Lee and Bernard Seigel.

WORLD THEATRE

(At 2.30, 5.15, 7.15 & 9.20)

Final Showings To-day. "Adam And Evil," a merry tale of matrimonial squabbles. With Lew Cody and Aileen Pringle.

To-morrow and Tuesday.—"Knockout Reilly," a fast moving comedy starring Richard Dix and Mary Brian.

Wednesday and Thursday. (5.15 & 9.20) "Impetuous Youth," a lively German production. (2.30 & 7.15, Chinese Picture, "The Hawk").

Friday and Saturday. (5.15 & 9.20) "The 13th Hour," a gripping mystery story starring Lionel Barrymore. (2.30 & 7.15, Chinese Picture, "The Hawk").

STAR THEATRE

(At 5.30 and 9.20.)

Matinees Every Wednesday, Saturday and Sunday at 2.30 p.m.

Final Showings To-day. "Wolf Fangs," an exciting picture of dog life, featuring the canine marvel, "Thunder."

To-morrow and Tuesday.—"That Royle Girl," an exciting story of the underworld. With W. C. Fields, James Kirkwood and Harrison Ford.

Wednesday and Thursday. "Sally, Irene and Mary," a splendid comedy-drama of the stage. With Sally O'Neil, Joan Crawford and Constance Bennett.

Friday and Saturday.—Bebe Daniels' sparkling comedy, "Miss Brewster's Millions," based on George Barr McCutcheon's famous story.

BIG CLIMAX

"Knockout Reilly" To-morrow At World

Starred in a fast moving film of a young steel worker whose ability with his fists wins him fistic fame, and also the girl of his dreams, Richard Dix arrives at the World Theatre to-morrow.

"Knockout Reilly" concerns a handsome young man who, although professing utter disregard for all girls, is immensely flattered when he receives a message purporting to be from Mary Malone, a pretty entertainer in a cabaret. The message invites him backstage to meet her, and not knowing that this is a little joke of his friends, he leaves his table and goes to her dressing room where he finds Killer Agerra, a champion pugilist making advances to Mary. Without knowing who he is, he knocks him out. Events move rapidly to a smashing denouement, in which Dix proves again that he is an athlete as well as an actor of versatility. The picture will also be screened during all performances on Tuesday.

LON CHANEY

Remarkable Role In "Laugh, Clown, Laugh"

ANOTHER SUCCESS

Lon Chaney, in his first clown role since his sensational success in "He Who Gets Slapped," comes on Wednesday to the Queen's Theatre, when he will appear as the central figure of Herbert Brenon's elaborate production, "Laugh, Clown Laugh." The play, adapted by Metro-Goldwyn-Mayer from the celebrated stage drama, sees Chaney starring in the role of the tragic clown made famous before the footlights by Lionel Barrymore.

The new picture is a vivid drama of backstage life of the theatre, with Chaney in the role of a clown who, for the happiness of the woman he loves, makes a great sacrifice.

Loretta Young, new discovery of the screen, plays the heroine, Simonetta, the Nils Asther, of "Sorrell and Son," the juvenile lead as Luigi. Bernard Siegel, Gwen Lee, Cissy Fitz-Gerald and others of note are in the cast.

A massive reproduction of a great European theatre and other elaborate settings lend lavishness to the tense drama. Chaney runs the gamut of thespian art, appearing as a ludicrous comedian in the theatre scenes and in others plumbing the depths of tragedy.

Herbert Brenon, who directed the picture, is famous as the director of "Beau Geste," "Sorrell and Son," "Peter Pan" and many other noteworthy dramas of the screen.

"THAT ROYLE GIRL"

Return of D. W. Griffith Picture

From the master hand of D. W. Griffith, featuring Carol Dempster, W. C. Fields, James Kirkwood and Harrison Ford, comes a stirring melodrama of contemporary life in the Chicago underworld and jazz belt. And if its title, "That Royle Girl," has a reminiscent ring, it is because the picture is based on Paul Schofield's adaptation of Edwin Balmer's widely read serial story in the "Cosmopolitan Magazine." The picture will be shown to-morrow and Monday at the Star Theatre.

Following the Griffith tradition of picturing some elemental struggle, the director has filmed a cyclone that furnishes the climatic highspot in the production, and which is said to be the most terrific storm ever captured by a motion picture camera.

In spite of its predominating note of drama, the picture is by no means sordid. There are laughs aplenty and comedy galore. The inimitable humour of W. C. Fields, famous Follies comedian, and the comic antics of Bobby Watson, popular stage player, are guaranteed to bring smiles to the most hardened film fan.

"DETECTIVES"

"Detectives," latest co-starring comedy of Karl Dane and George K. Arthur, shortly coming to the Queen's Theatre, shows the heroes of "Rookies" at death's grip with the secrets of the underworld in an hilarious adventure. Dane plays a house detective, and Arthur a bellboy who blunders into the mysteries of a master crook plot. Chester M. Franklin directed the new picture at the Metro-Goldwyn-Mayer studios, with Marceline Day as heroine. Tenen Holtz, Polly Moran, Clarence Lyle and others of note in the cast.

The latest Parisian creations in hosiery will be seen in "Silk Legs," to-day's feature attraction at the Queen's.

"ADAM AND EVIL"

Merry Tale of Matrimonial Mix-Ups

The splendid comedy team, Lew Cody and Aileen Pringle, will be seen for the last time to-day at the World Theatre in "Adam and Evil," a Robert Z. Leonard production for Metro-Goldwyn-Mayer. No better picture story than this riotous feature comedy could have been selected for these two popular players. "Adam and Evil" is full of fast and furious fun, rendered doubly delectable by the accomplished artistry of Lew Cody and by Miss Pringle's great charm of a week's work, Miss Bellamy, as Ruth Stevens, hosiery saleswoman for the Blue Ribbon Company, prepares for a little relaxation at Atlantic City. Ruth is kept busy repulsing the objectionable advances of a number of beach mashers. One, more persistent than the rest, follows her to the hotel. Amused by his audacity, Ruth leads him a merry chase and is dumbfounded to discover that he is the salesman for a rival company who beat her to the biggest deal of her career. Ruth pretends that she is a little "Dumb Dora," and Phil, the man, unwittingly lets out a few trade secrets that enable Ruth to gain the upper hand. From this point until the end, events move with such speed that the final climax comes as a distinct surprise.

"SILK LEGS"

Humorous Story of a Business Girl

MADGE BELLAMY

"Silk Legs," a Fox Films production which is being screened to-day and to-morrow at the Queen's Theatre, is a whirlwind story of the perils an unprotected girl might undergo if she tried to compete with seasoned veterans of the road as a travelling saleswoman. Undaunted by the failure of a week's work, Miss Bellamy, as Ruth Stevens, hosiery saleswoman for the Blue Ribbon Company, prepares for a little relaxation at Atlantic City. Ruth is kept busy repulsing the objectionable advances of a number of beach mashers. One, more persistent than the rest, follows her to the hotel. Amused by his audacity, Ruth leads him a merry chase and is dumbfounded to discover that he is the salesman for a rival company who beat her to the biggest deal of her career. Ruth pretends that she is a little "Dumb Dora," and Phil, the man, unwittingly lets out a few trade secrets that enable Ruth to gain the upper hand. From this point until the end, events move with such speed that the final climax comes as a distinct surprise.

"WOLF FANGS"

Final Screenings of Thrilling Dog Film

A splendid outdoor picture containing thrilling moments of adventure together with a delightful love story of both a dog and a man—such is "Wolf Fangs," the Fox Films production which is being shown for the last time to-day at the Star Theatre.

"Thunder," the new dog star, grows up from a trusting puppy to become the leader of all canines about him. In this case it is a pack of wolves he leads, and his sense of humour—it might almost be called that—as well as his fighting ability is brought to the foreground in an amazing manner. His supporting cast of canine actors are exceptional, especially the lovely White Fawn, with whom he again falls in love.

The cast in the human story, which parallels the dog plot, are exceptionally good. Charles Morton's ready smile and reckless bearing endears him to the audience from the very beginning. Caryl Lincoln as the poverty stricken, but plucky little Ellen Garsides, gives a clear-cut and clever characterization.

That veteran actor, James Gordon, lives up to his reputation and makes a most convincing villain, while Frank Rice lightens the plot with his quaint mannerisms.

In a word, "Wolf Fangs" is a highly entertaining bit of photoplay, well directed by Lew Seiler, pleasing to the eye because of the gorgeous north country scenery, and something that should be seen to be appreciated.

"THE CROWD"

In casting "The Crowd," King Vidor's newest Metro-Goldwyn-Mayer picture, coming soon to the Queen's Theatre, Eleanor Boardman was cast as the most typically modern girl on the screen to-day, and James Murray obtained the role of the most typical male screen player. Miss Boardman has always been regarded as a typically modern girl by the world of movie fans but Vidor had to search even the extra ranks before he found the boy whom he considered most suited for the leading male role. Murray had never played a part before but he had three years' experience as an extra player which fitted him for the role. All he had to do was to be himself—a thing that no finished actor could have accomplished under the circumstances.

ANOTHER SPLENDID DOUBLE ATTRACTION!

WILLIAM FOX presents

Silk Legs

with MADGE BELLAMY
JAMES HALL - JOSEPH CAWTHORN - MAUDE FULTON
Story by FREDERICA SAGOR. Scenario by FRANCES AGNEW
ARTHUR ROSSON production

MADGE BELLAMY'S LATEST GLOOM CHASER!

ALSO, AT ALL PERFORMANCES.

BILLY DEAN — THE CELEBRATED LANCASHIRE COMEDIAN

TOPSY LEE — LONDON'S MINIATURE SOPHIE TUCKER.

AT THE QUEEN'S TO-DAY & TO-MORROW At 2.30, 5.10, 7.15 & 9.20.

BILLY DEAN

Popular Lancashire Comedian Appearing To-day

AT THE QUEEN'S

Billy Dean, the celebrated Lancashire comedian, and his equally clever partner, Topsy Lee, who is familiarly known to London Theatregoers as "The Miniature Sophie Tucker," will appear during all performances to-day and to-morrow at the Queen's Theatre. The season in unavoidably limited to two days owing to the fact that the artists leave Hong Kong on Tuesday to take up their extensive Australian engagements. Every opportunity should be taken to see this talented duo either to-day or to-morrow. Usual prices are being charged.

MYSTERY STORY

Lionel Barrymore in "The Thirteenth Hour"

Mysterious and awesome, a movie thriller as fascinating as any drama ever filmed, is promised motion picture audiences in "The Thirteenth Hour," Metro-Goldwyn-Mayer's dramatic screen story of adventure, robbery, intrigue and murder, and a romance which aids in the brilliant solution of the puzzle. It will be seen at the World Theatre on Friday and Saturday at 5.15 and 9.20.

Lionel Barrymore has the leading role, a mysterious professor whose identity remains a secret to the last scene. He is supported by an excellent cast including Charles Delaney as a young detective and his marvellous dog Napoleon. The story opens with a murder and then moves along at a fast pace to the solution of the crime. There are many hairbreadth escapes and mystery upon mystery, piling up suspense to the end. Jacqueline Gadsdon has the leading feminine role. At 2.30 and 7.15, the Chinese picture "The Hawk" will be screened.

WILLIAM FOX presents

WOLF FANGS

Featuring "THUNDER" THE CANINE MARVEL

The stirring drama of a dog's devotion!

THRILLING AND DRAMATIC!

AT THE STAR FINAL SHOWINGS TO-DAY At 2.30, 5.30 & 9.20.

"STREET ANGEL"

The Companion Picture To "7th Heaven"

TUESDAY AT QUEEN'S

"Street Angel," an adaptation of the successful stage play, "Lady Cristilinda," by Monckton Hoffe, will be shown again on Tuesday (one day only) at the Queen's Theatre. This picture again brings together the triumvirate responsible for the successful screen translation of the stage play "7th Heaven"—Janet Gaynor, Charles Farrell and Frank Borzage, the Director.

In this new attraction the two youthful film lovers are transferred from the scenes of their first triumph in the sewers and attics of Paris to the streets and ateliers of Naples. Janet Gaynor will be seen as a waif of the wharves who joins a small travelling circus in order to free herself from the persecution of the Neapolitan gendarmes. Charles Farrell portrays the role of an itinerant Italian artist who, enamoured by her charm, follows her about the countryside. The film is full of thrills. The greatest one is where the lover chases the girl through the streets trying to kill her, and when they finally meet at the altar of a great cathedral they are so changed that they are almost unrecognisable. It is one of the most beautiful films of recent years.

FAMOUS COMEDY

"Miss Brewster's Millions" For The Star

Based on the novel, "Brewster's Millions," which was written some years ago by George Barr McCutcheon, the feature attraction at the Star Theatre on Friday and Saturday, "Miss Brewster's Millions," is an up-to-the-minute comedy with Hollywood as the setting.

The central figure in the modernised version of the story is a penniless extra girl in the movies who suddenly finds herself heiress to a million dollars. But dismay follows when she finds that she is unable to spend the money because her uncle's will requires that it must be invested.

Bebe Daniels plays the title role in "Miss Brewster's Millions" as head of a special comedy cast which includes Warner Baxter as the young lawyer who drew up the will and Ford Sterling as the skittish old uncle of the five millions.

SALLY O'NEIL

The Story of "A Burning Flame"

Based on the Broadway comedy of the same name written by Edward Dowling, "Sally, Irene and Mary," which will be shown on Wednesday and Thursday at the Star Theatre, is as great a success as the play itself. It is interesting to note that the three characters of the story are celebrities on the music hall stage and from childhood they have been the closest of friends.

Described as a brightly burning flame, Sally coaxes two little moths, Irene and Mary, from the East side of New York, and they follow in her footsteps. One of the moths, however, dies and the other is content to return to her Irish lover and her former surroundings.

The part of Sally is taken by Constance Bennett, and that of Irene and Mary by Joan Crawford and Sally O'Neil respectively, while William Haines is given the role of Sally's lover.

FUTURE EVENTS

Films That Are Coming Here

"Four Sons," one of the screen's greatest and truest classics. With Margaret Mann, James Hall, June Collyer, Earle Foxe, Francis X. Bushman Jr. and Albert Gran.

"The Crowd," King Vidor's mighty production starring James Murray and Eleanor Boardman. A modern drama of modern marriage.

"Man, Woman and Sin." A gripping story of love and adventure behind the scenes of a city's great newspaper. Starring John Gilbert, Jeanne Eagles, Gladys Brockwell, Marc McDermot Phillip Anderson and Aileen Manning.

"Don't Marry." The amusing story of how a modern young miss "educated" her boy friend. With Neil Hamilton, Lois Moran and Claire McDowell.

"No Other Woman," the thrilling story of a woman's caprice. Featuring Dolores del Rio, Don Alvarado, Ben Bard and Paulette Duval.

"Win That Girl." Another snappy comedy of youth and love. Starring Sue Carrol, David Rollins and Roscoe Karns.

"The Gateway of the Moon," a tropical tempest of emotion on the Amazon. With Dolores del Rio, Ted McNamara, Walter Pidgeon and Leslie Fenton.

"The Big City," another gripping drama played by a superb cast of players headed by Lon Chaney.

"Under The Black Eagle." The story of a police dog, with Ralph Forbes, Marceline Day and Bert Roach.

"Wife Savers," a comedy of social ups and downs. With Wallace Beery and Raymond Hatton.

"The Awakening of Love." A beautiful, powerful and absorbing story of love. Starring Vilma Banky, Louis Wolheim and Walter Byron.

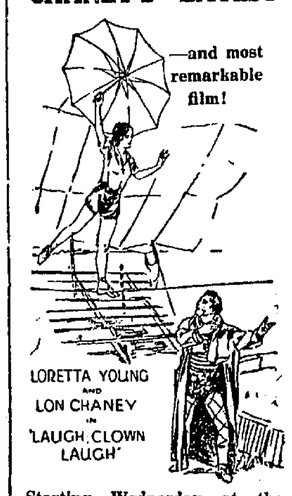
"The Cardboard Lover." A merry tale of Monte Carlo. Featuring Marion Davies, Jetta Goudal, Nils Asther and Tenen Holtz.

CHINESE CAMERAMAN

The remarkable photography in "Laugh, Clown, Laugh," Lon Chaney's new Metro-Goldwyn-Mayer vehicle, is due to a Chinese lens artist. The cameraman was James Wong Howe, the only Chinese cameraman of the screen, and creator of "soft focus" effects.

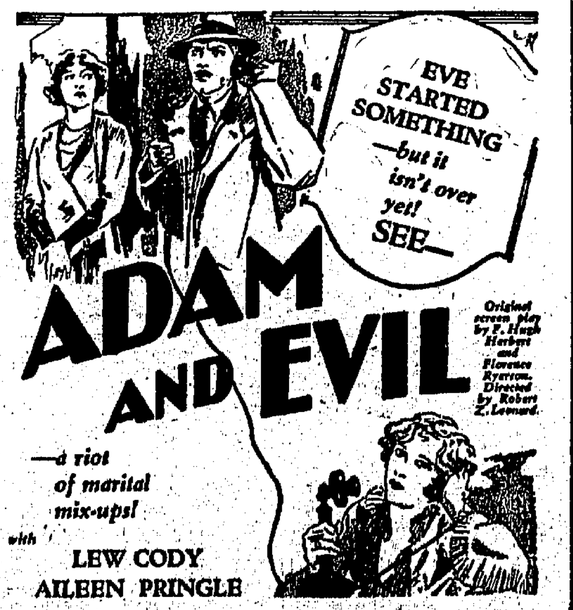
Beautiful clothes worn by the principals are a feature in the excellent picture "Sally, Irene and Mary."

CHANEY'S LATEST



Starting Wednesday at the Colony's leading cinema.

THE ADVENTURES OF A PHILANDERER!



ADAM AND EVIL

Original screen play by F. Hugh Herbert and Florence Ryerson. Directed by Robert Z. Leonard.

—a riot of marital mix-ups!

with LEW CODY AILEEN PRINGLE

AT THE WORLD FINAL SHOWINGS TO-DAY

Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15

Sunday Thoughts

TIME ROLLS ON

A Meditation

The wheel of time moves on; no power on earth can stop it. The days, weeks, and months pass by in quick succession; and once they pass, they are gone forever. The past will ever remain the past, and we can not reach back and change the deeds that have been done. The hasty words that we have spoken are like chaff that is cast to the summer winds. They are all gone beyond our reach.

Looking backward, we see mistakes that we have made. They can not be changed now. We can not correct the wrong that has been done. The only thing we can do is to make confession of our shortcomings and live henceforth in the fear of God and in the love of our fellow men. We can ask God to forgive our mistakes, to cover them with the precious blood of Christ.

And having done this, we need not dwell upon the past. Let us seek to profit by our mistakes, and try to be more faithful in the future. Let us learn the lessons that God desires us to learn from the mistakes, and seek to do better. Our experience, we may feel, has been imperfect, but "forgetting those things which are behind," we may reach "forth unto those things which are before." Many blessings have been received and some victories gained. Think upon these things. By beholding the roses, we forget the thorns.

But on, and ever on, is the flight of time. Each day the curtain is lifted, revealing unexpected trials and unlooked-for events. But the future is in the hand of the Omnipotent One, and His rich blessings will be revealed, though they may sometimes be enshrouded in clouds of sorrow or hidden in the mists of darkness. We know not what is before us, but there is One who does know. There is One who can see the end from the beginning. With Him there is no dark future. If we will but place our hands in His, He will lead us unerringly through until time is ushered into eternity.—Nels P. Neilsen in "Signs of The Times."

Commissioner William Haines (above), Vice-President of the High Council of the Salvation Army, who dropped dead at Sunbury-on-Thames conference upon learning that the Court had temporarily enjoined the ousting of General Bramwell Booth.

HUMANE AND HUMAN

Good & Uplifting Traits

It is practical to consider these words together, for they are often used interchangeably—and yet have become quite different. Both, of course, are derived from the Latin *homo*, "man."

Humane expresses the character of mankind at its best in relation to others; it indicates the possession of benevolent, sympathetic, tender-hearted feelings. Human, although sometimes used in connection with these moral qualities, primarily denotes that which characterises a mortal, and distinguishes him from other animals.

One who is humane evidences a disposition which is creditable to man, helpful and kind-hearted. Since the acquirement of such characteristics lends to refinement, the word is applied to such book or studies as are exalting.

Human is broadly used, referring to mortals as distinguished from the real man in the image and likeness of God. Humane specifies traits which are good, uplifting and helpful. Human stresses the physical side, humane the ethical.

Hu-mane stresses the final syllable, hu-man the first. Sound *u* in humane as in *unite*, *a* as in *late*. In human, *u* sounds as in *use*, *a* as in *account*.

"Humane actions are the result of humanitarian endeavours."

THE SIDE OF TRUTH

Wait not until you are backed by numbers. Wait not until you are sure of an echo from a crowd. The fewer the voices on the side of truth, the more distinct and strong must be your own.—Channing.

* * *

It is Heaven upon earth to have a man's mind move in charity, rest in Providence, and turn upon the poles of truth.—Bacon.

THE MORNING STAR

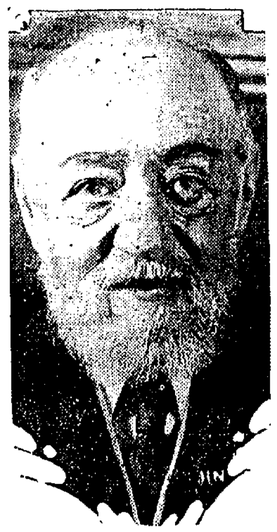
The night is past.
Lo! from the tomb
Piercing the gloom
Comes forth the Form of Christ, the Crucified.

Dawn breaks at last:
And o'er the scroll
Of man's dark soul
Shines forth the truth, the radiant Morning Star.

Down from that age
The clear light streams,
Its sacred beams
Illume again our happy Easter Morn.

Shine Star of Hope
Till life's last night,
Merged with Thy light,
Ushers the break of Heav'ns Fadeless Dawn

Benefactor!



Mr. Nathan Strauss, the philanthropist, who celebrated his 81st birthday by the gift of a Health and Welfare Centre to the holy city of Jerusalem.

CHURCH NOTICE

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]
Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, 11.15 a.m.
Subject:—"Substance."

The Sunday School is held on Sunday mornings at 10 o'clock.

Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m.

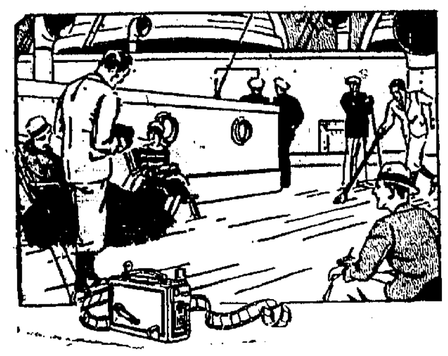
The Public is cordially invited to attend the service and visit the Reading Room.

THE END

Our revels now are ended. These our actors,
As I foretold you, were all spirits, and
Are melted into air, into thin air;
And, like the baseless fabric of this vision,
The cloud-capp'd towers, the gorgeous palaces,
The solemn temples, the great globe itself,
Yea, all which it inherit, shall dissolve,
And, like this unsubstantial pageant faded,
Leave not a rack behind. We are such stuff
As dreams are made on; and our little life
Is rounded with a sleep.
—Shakespeare. "The Tempest."

THE GRAND OLD NAME

And thus he bore without abuse
The grand old name of gentleman,
Defamed by every charlatan,
And soil'd with all ignoble use.
—Tennyson.



Take a Ciné-Kodak Along

The fun on shipboard, the deck games, the new friends you make, the strange sights—all appear before your eyes again in movies if you take a Ciné-Kodak with you.

A Ciné-Kodak is handy to carry—it weighs but five pounds loaded. It is as easy to make good movies with it as it is to make good snap shots.....just hold it in your hand and press the button.

Call on your Kodak dealer and let him demonstrate the Ciné-Kodak and the Kodascope projector.

For full particulars write to

EASTMAN KODAK CO.
24, Yuen Ming Yuen Road,
SHANGHAI.

WORKS WONDERS

WINCARNIS works wonders. A doctor says "I usually prescribe it for my adult patients whenever a tonic is indicated and in most cases it has met with prompt success."

Therefore, if you are weak, run down, depressed, or 'nervy' let Wincarnis bring you back to buoyant health. This splendid tonic wine floods your system with new life, vitality and stamina and keys you up to concert pitch.

More than 18,000 Medical men recommend Wincarnis. Start to-day on the road to health. Get a bottle of Wincarnis.

* *Wincarnis is the finest recuperative before and after child-birth.* *

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"The Wine of Life"

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FROM LONDON TOWN

ECONOMICAL M.PS.

The first two months of the year are usually marked by a certain amount of personal economy in view of the fact that income tax, club subscriptions and a number of similar annual charges come up for payment. But the place where economy is touching a high point just now is in the House of Commons. For every one of its six hundred odd members the General Election means a considerable expense. Of course, in some instances, the parties pay their expenses, but even where this is done a member is extremely lucky if he wins without a loss of a hundred pounds to his own pocket. In some instances, of course, where members pay the whole of their expenses, the loss may be as much as £1,200. In these circumstances, the member of moderate means is obliged to keep a strict eye on his expenditure. There are fewer absentees at the Riviera, and even the pence are being watched. More members are arriving in 'buses, and avoiding taxi cabs; and the snack counter, usually the popular resort of the Labour members, has won a goodly sprinkling of members of other parties. That branch of the catering department has always had anti-Labour patrons, simply because some light-lunchers require no more than a sandwich; and I know one Conservative, inclined to Die Hard views, who has made many Socialist friends over his daily snack.

* * *

L. G. And His Hats

Elegiacs on the ceremonial disappearance of hats from the House of Commons appear to have moved Mr. Lloyd George, for he is using his Mediterranean cruise to extend his collection. Spain, the Blue coast, Italy and Greece are all prolific breeding-grounds of strange headwear, but Mr. Lloyd George's collection depends entirely on fancy and his ports of calls. He has already collected a yachting cap, a Basque bonnet, the tam-o'-shanter like headgear beloved of Borotra, a broad-brimmed Italian shaped felt, and a solar topee. He nearly lost his Basque bonnet. He had asked for some to be sent to his yacht for his inspection, but by the time they were ready for dispatch, the yacht had gone. They were sent after him in a fast motor-boat. It is not generally known that Mr. Lloyd George likes to design his own hats. He likes a hat with individuality, but London hatters are conservative beings. They have no hats designed to tone with abundant grey locks. Mr. Lloyd George has taken the matter in his own hands. Now he has a perfect fit. But the results are some times as striking as his catch-phrases. One headpiece he treasures, is a bright blue, soft hat. To all of them, he gives that Lloyd George tilt which would make even an ordinary hat appear different. "L.G." has three rivals in distinctively worn headwear—they are Lord Beatty, Mr. Churchill and the Prince of Wales.

* * *

"Square Mile" Marriage

Lord and Lady Bethell, who returned from South Africa, where they have been on holiday with three of their children, are one of the few couples in the peerage to have been married within the "square mile" that comprises the actual City of London. They were married at St. Botolphs in 1895. Lord Bethell still has very important connections with the City. He is a banker, a director of one of the "Big Five." Before the redistribution of suits, he was for years M.P. for the largest one-member Parliamentary Divisions in the United Kingdom—Romford—which had then more than 50,000 constituents. Lord Bethell has named one of his sons William Gladstone, after his political ideal.

* * *

"His Honour" Up

Visitors to the Law Courts may find it difficult to imagine bewigged judges as jockeys, but there are those among them able and willing to hold their own with the trustees. Mr. Justice Roche rode his mare, Nancy, in the Bar races a few years ago and still rides when on circuit in the Midlands. Judge Farrant has twice ridden in the Grand National and won the National Hunt steeplechase from a field of twenty-eight. Austere Mr. Justice Avory used to hunt regularly with the Surrey Union foxhounds. He cuts a very fine figure in the Pegasus Uniform. He acted as one of the Stewards at the Ball last year.

* * *

Penny Post

It is impossible to ignore the significance of the memorandum to the Prime Minister on the desirability of restoring the Penny Post, which has been signed by the presidents of the Federation of Chambers of Commerce of the British Empire, the Association of British Chambers of Commerce, the Federation of British Industries, the London Chamber of Commerce, the British Federation of Traders' Associations, and the Chamber of Shipping of the United Kingdom, and the chairmen of the Committee of the Stock Exchange, the Baltic Mercantile and Shipping Exchange, Lloyd's and the British Empire Producers' Organisation. We do not recall any former occasion on which a memorandum to the Prime Minister received such influential and representative support from the commercial world. It is unsound to use postage as a means of taxation and as a general principle the profits of any public service should be used to improve facilities: in fact, the only possible justification for any other course is that in these abnormal times the Government cannot afford to forgo any revenue.

* * *

64 Gold Nobles

While levelling some ground near the entrance to Broadhurst Manor, Horsted Keynes, in Sussex, recently a labourer found 64 gold nobles in an earthenware jar 9 inches below the surface of the ground. A treasure-trove inquest was held by the Coroner for East Sussex, who declared the find to be treasure trove. The earthenware jar, made of clay, in which the coins were found was broken, but the coins were bright and in excellent condition. The nobles bear dates from the time of Edward III, to Henry VI. Some of them are rose nobles, and several are rare pieces. The coins are slightly larger than a half-crown. Broadhurst Manor is one of the most ancient manors in Sussex, and is believed to have been a monastery or an abbey. Robert Leighton, Bishop to Dunblane and Archbishop of Glasgow, is buried in the churchyard of the village. Stories have been handed down from generation to generation of treasure being buried near the spot where the coins were discovered.

* * *

Not a Game But A Grave

It is a little difficult to realise that General Sir Ian Hamilton, who has taken an active part in the arrangements for "Haig Sunday," is the only soldier left alive of the historic Council of War which assembled on August 5, 1914. But the others are all gone, Roberts, Kitchener, French, Grierson, Henry Wilson and Haig. Sir Ian, then Inspector General of the Overseas Forces, later went out to take chief command in Gallipoli. He declined further military employment afterwards, though Mr. Churchill offered it to him. He has devoted himself since to the British Legion and to his memories. He has discovered, he says, "that tears and blood leave no trace on human memory. The Great War itself is passing away from the minds of the new generation. Orphans, we are now bringing up, will go to war as if it was game, and find it, as we found it, a grave."

A. D. C.

Third Production of Season

"THE DOVER ROAD"

It is announced that the A. D. C. has decided to run, for a short season of five nights, A. A. Milne's popular three-act comedy, "The Dover Road," and to devote 50 per cent. of the profits to the British Miners' Fund started by the "Hong Kong Telegraph."

The performances will take place at the Theatre Royal, the opening night being on April 6. The cast will consist entirely of players who have not yet appeared this season.

Commercial Pilot

On a London golf-links, the other day was seen a familiar figure playing in a foursome. It was Lord Birkenhead, back from Madeira, and exercising his limbs after the confinement of the sea-voyage. Except at the General Election, perhaps, his pen is not likely to wander into daily journalism. As chairman of a big company, the responsibility of directing the helm will eat largely into his now remaining leisure.

* * *

Coueism Returns

One of the topics of conversation in London is the revival of Coueism. Just when the intriguing little Frenchman Emile Coue was fading from memory, Professor Henri Baptiste Passat, one of his principal disciples has emerged, and is diverting the minds of Londoners from the material and mundane to the less familiar realms of mental science. Professor Passat looks an intense professor, and greatly resembles M. Coue whose successor he is. "London—and in fact all Britain—is going through a period of materialism which is soul destroying," he says, "if the individualism of Londoners is to be saved, more attention must be paid to the doctrines of mind-forces."

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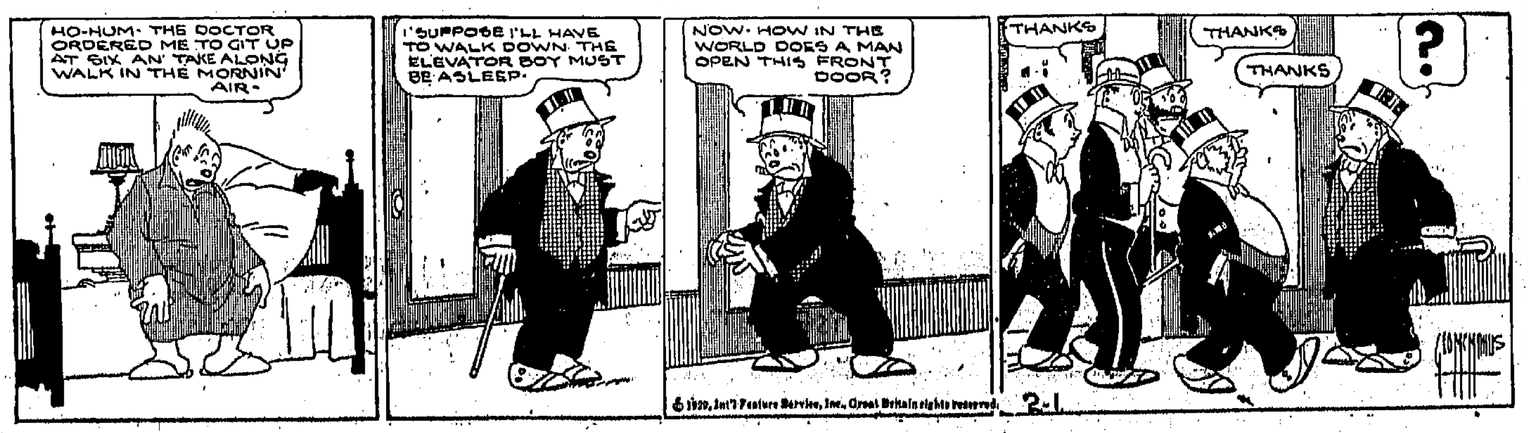

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OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six."]

Modern Motor Traffic

Mr. J. J. Raskob, Chairman of the Street Traffic Committee, National Automobile Chamber of Commerce, New York, says that unnecessary congestion of traffic results in delays, totalling hundreds of millions of dollars in losses annually. Fuller utilization of the available streets and highways by stimulating the entire traffic flow to maximum speed attainable within safe limits should, therefore, be the objective sought by traffic officials. In certain cases facilities available are not even nearly adequate for present day traffic demands, and extensive redesign and reconstruction is necessary. In other cases it has been found possible to make better use of the facilities available and thereby increase the volume of traffic which they are capable of handling.

* * *

Street Widening

The old highway with a width of from 36 to 60 feet has in many cases proved inadequate for present traffic volume, particularly as regards main trunk lines entering or leaving cities of the larger class. Consequently, there has been a decided trend towards widening these overburdened highways, and states are securing rights of way 200 feet in width, to care for pavement, landscaping and shoulders of many lane roads.

* * *

Width of City Streets

The word *width* is used in this paragraph to indicate the entire right-of-way of a street from building to building. Many modern communities, in laying out new streets, are securing a 200 ft. right-of-way. In such cases, however, the buildings are frequently set back 40 ft. from the sidewalk on either side, and the actual road surface may not be more than 60 ft. Forty feet is the minimum for four lanes of vehicular traffic. By obtaining the 20 ft. right-of-way before it is needed for actual surface, the way is prepared for future needs.

* * *

One-Way-Streets

Adoption of this principle for streets in congested city districts where reconstruction or widening would prove to be too costly has proven of value in speeding up the general traffic flow. Under this system, the direction of the traffic flow is alternated for each successive street, which thus bcomes known as a "One-way street." Of course it may be said that street widening in many cases proves expensive, but in most instances where such projects have been carried out the increased property valuation has more than paid for the improvement.

* * *

Traffic Map and Bottle Necks

Before embarking on a street widening programme, a city should make certain that it has an accurate traffic map which pictures all of the main thoroughfares, and the width and condition of their surfaces. It will be found in many instances that the interruption of a block or two is all that prevents many streets from being main thoroughfares. Consequently, the removal of these bottle-necks will often prove to be sufficiently helpful so that new avenues or widening of old avenues may not be needed.

* * *

Straightening Curves

Both in urban and rural districts we find many curves at which drivers naturally decrease their speed. This reduction of speed naturally tends to retard progressively the entire traffic movement. In many cases, it has been possible to straighten these curves or at least modify them in such a manner as to make it unnecessary to reduce speed. In cases where it was impossible to straighten curves, the street or highway has been "banked" in such a manner as to permit the maintenance of speed without any sacrifice of safety.

* * *

Bridges and Tunnels

Rivers have been, from time immemorial, obstacles to the free movement of various transport agencies. Ferries and draw-bridges, which must be open for water borne traffic, are prime causes for a great deal of congestion existing with regard to traffic entering many large cities. Construction of permanent bridges over the river or vehicular tunnels under it removes these causes for congestion by permitting uninterrupted flow of traffic. In many cases permanent bridges or vehicular tunnels have been built which are capable of handling a volume of 60,000 vehicles per day.

* * *

By-Pass Roads

A great deal of traffic wishes to go through cities without stopping and only adds to the congestion within the municipality. Many cities and towns have now constructed belt-lines or by-pass roads which deflect such traffic around the city or at least conduct it through less congested districts.

* * *

Through Traffic Routing

This same object has been accomplished at many points by establishing routes going through different districts of the town or city and adequately marked out from point of entrance to point of departure from the city limits. This has overcome the tendency of most drivers, unfamiliar with the route, to stay with the pack and, after going some distance, find the way to their destination. If the different routes are marked with suitable signs, motorists will largely refrain from this common practice and a good part of the volume of traffic can be spread over little-used streets.

* * *

Diverse Routing

In addition, it has been found most helpful to have various commercial houses route their traffic diversely over various streets of the city, particularly over those avenues or streets which are less used from a traffic standpoint. This naturally tends to spread volume of traffic over many streets or avenues instead of having the great bulk of it travel over a certain few.

* * *

Our Pedal Cycles in India

In British pedal cycle exports a highly satisfactory improvement on the 1927 position is to be found, the record level reached in 1926 in respect of cycles and parts being exceeded in value by about £100,000. India continues to be the biggest individual market, the value of her imports of British pedal cycles and parts having advanced by £150,000 from £553,877 in 1926, to £704,572 in 1928.

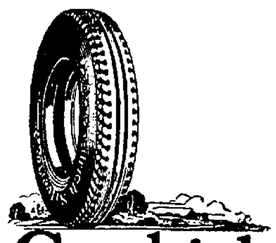
* * *

Slipping Fan Belts

The engine may become overheated through the fan belt slipping. This is a mishap that may easily escape detection. At moderate speeds the slipping of the belt is not likely to cause perceptible overheating, but in fast running insufficient fanning will cause the engine to warm up rapidly. Even though the belt appears to be functioning effectively it may be slipping. The belt must be kept quite tight.

A mighty tough test of

Goodrich Silvertowns



Goodrich Silvertowns
"Best in the Long Run"

Public buses can show you the facts about GOODRICH SILVERTOWNS. They give—

—added mileage, yielding more deliveries from a single set of tyres.

—continuous mileage, freed from trouble, which gets deliveries to customers on time

—sturdy mileage, caring little for rough going and heavy loads.

SOLE AGENTS:
UNIVERSAL MOTOR & SUPPLY CO.
22, Queen's Road Central
Telephone No. C. 4915.
ALL SORTS OF MOTOR ACCESSORIES ALSO IN STOCK.

Car for "Coffees"

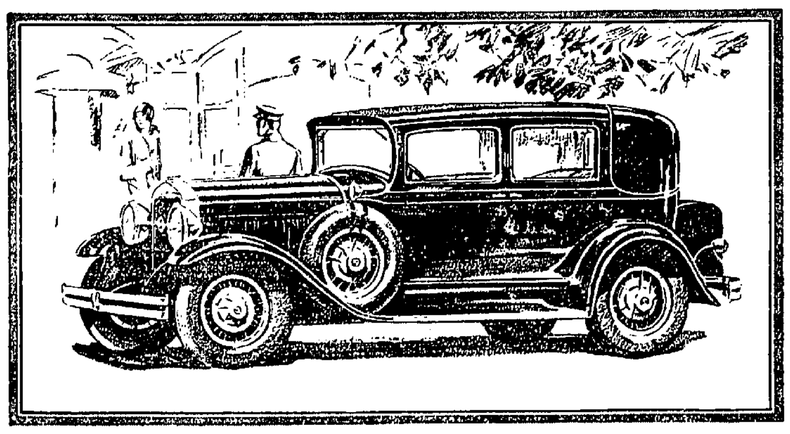
Motor cars and motor cycles are fast becoming as numerous as the time-honoured watch for purpose of pledging. The municipal pawnshop has requested the Paris Council to vote £75,000 to erect a three-storey garage to house cars. So far 600 machines are in pawn, there being no fewer than 190 this year. Another form of motor car sale is reported from Rome, when a cafe proprietor undertook to provide 10,000 coffees to the seller of the car or his friends as often as requested. It is calculated that it will take between six and eight years to pay off the debt.

Studebaker

BUILDER OF CHAMPIONS

announces a new and finer

COMMANDER EIGHT



C41

THE Commander—the world's most sought after fine car—is now still finer... an Eight at the price of a six!

A new Commander Eight by Studebaker, builder of champions! Worthy heir to the laurels of its gallant predecessor—The Commander which traveled 25,000 miles in less than 23,000 minutes!

The new Commander Eight rides more easily—seats its passengers more comfortably—clings to the road at high speed even more steadily. Artists in coachcraft have deftly re-directed its excellent body lines into effects of arresting beauty. Colour harmonies, new to motordom, add to its beauty.

A Studebaker Eight— at the price of a Six

Expect, when you take the wheel of the new Commander Eight, to find a still greater measure of brilliant performance, for all that made the former Commander a champion six has been brought still closer to perfection.

It is a Studebaker Eight and a champion! There are no finer motor car credentials than these.

Adding New Fame to this Famous Car

powerful straight-8 motor!
ball bearing spring shackles!
hydraulic shock absorbers!
wider doors!
wider rear seat!
new, longer, lower lines!
double-drop frame!
safety steel steering wheel!
non-shatterable windscreen!
adjustable driver's seat!

Studebaker's Four Lines

Studebaker builds four great lines of cars—The President Eight (30,000 miles in 26,926 minutes); The Commander (25,000 miles in 22,968 minutes); The Director, (5000 miles in 4731 minutes); The Erskine (1000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.

Prices Range from H.K.$2,320 to H.K.$6,140.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central, 4759.

FOR THE AMATEUR

When Overhauling the Car

One of the most important things to be observed by the amateur in overhauling his car is cleanliness. If possible, see that the car is thoroughly washed, underneath and elsewhere, before starting the job. Dirty, slimy parts, or parts caked with old grease and mud, are not conducive to one's best efforts, tending to sloppy work. If the car is reasonably clean to start with, the work is easier to get at, and there is less danger of getting one's eyes filled with dirt when working underneath. It is well to provide for thoroughly cleaning parts before doing anything else. Provide two or three good-sized receptacles for petrol, and don't be afraid to use it. A few cut-down kerosene tins are good equipment for this purpose. It is well to keep one of these for cleaning small parts which do not come in contact with sand and dirt, as it can readily be seen that it would not be good practice to wash carburettor parts, for instance, in the same petrol that had just been used for cleaning a steering knuckle. Change the petrol when it gets very dirty. Petrol costs less than parts, and a little grit in a valve guide may cost more in the end than would buy many gallons of spirit.

It is a good idea to wash engine parts as they are taken off in taking down the engine. Include everything nuts, bolts, washers, and screws, as well as the parts themselves. Have a few cigar boxes, as well as larger boxes, at hand when taking off each assembly from the engine, and put small parts in one of them as they come off. When the box is full, or when the particular unit is dismantled, wash everything thoroughly in petrol and put these parts in a clean box. In this way, when you go to make adjustments or replacements, or when you are ready to reassemble your engine you will have good, clean parts to work with; there will be no grit or abrasive matter to get into other parts and possibly make trouble, as you will avoid the annoyance of having to stop and clean parts when you are ready to adjust or replace.

Mark All Parts

After you have had your engine down a few times you may be familiar with it, so that such extreme care is not necessary, but before you get thoroughly acquainted with your motor it is wise to keep each assembly in a separate box All manifolds and their gaskets and connections, as well as the cap screws, etc., belonging to them, should be kept together. Valve push rods, valve lifters, valve spring, etc., should be in another box and so forth.

U.S. OUTPUT

Outstanding Factor in Prosperity

The automobile industry was one of the outstanding factors in the prosperity of America in 1928. Beginning the year in an attempt to overcome the drastic slump which occurred in the latter half of 1927, the industry has forged ahead month after month, not only eclipsing the production figures of 1927, but even exceeding by a margin of 150,000 units the record total established in 1926. The estimated output for the twelve months is 4,450,000 units, as against 3,400 000 in 1927, and 4,300,000 in 1926.

The year was characterised by Ford's gradual return to a mass production basis with the new "Model A"; by mergers of some of the independent producers; by intense competition in practically all lines, but more especially the low-priced cars; and by some price reductions, although in general each producer tried to outdo the others by improvements in performance, appearance, and extra equipment at the old range of prices. The recent growth in exports, however, constitutes the most significant feature of the automobile situation. Automotive exports in October passed the fifty-million-dollar mark for the first time in the history of the industry, the exact figure being $50,737,063. This represents an increase of 49 per cent. over the previous month, and of 72 per cent. over the corresponding month last year. The immediate outlook for the industry as a whole is bright, sales of cars being stimulated by an attractive display of new models at reasonable prices.

BUSINESS OPPORTUNITY.

CLASSFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or 'Phone C. 4641.

SMALL FIAT

Australian Reliability Trials

Out of thirty motor cars which took part in the Australian four-day reliability trials, only twelve succeeded in overcoming the natural difficulties and winning a gold medal. Among the dozen was a 9 p.h. Fiat, driven by Mr. H. Drake Richmond, which finished with the maximum of 100 marks, and in the hill climbing contest made the fastest time of the day by scaling three-fifth of a mile up Mount Wills in 1 min. 10 2/5 sec.

The first day's run was over a distance of 286 miles, on roads which would have been good had it not been for earlier rain. Three cars sustained damage as the result of skidding. The second day's run of 145 miles was more difficult, for it was over tracks which could not be designated roads. It was followed by an Alpine climb through Albury, Glen Wills, Lightning Creek, and over Mount Hotham. The fourth and last day of the trial consisted of a 225 mile run back to the starting point by way of Wangaratta, Seymour, Whittlesea and Clifton Hill. Among the well known makes taking part in these trials, which were organized by the "Melbourne Herald," were Austin, Fiat, Riley, Triumph, Bugatti, Amilcar, Senechal, Morris, Schneider, Darracq and Singer.

DRIVING WISDOM

Points That Mark It

Be good to your car, and, indirectly, you will be good to yourself. This means three things: Law observance, courtesy, and consideration for your car. Everybody swears that they give hand signals with religious scrupulousness, but there are many times when these are entirely forgotten in the stress of other things at the corner. And such signals most of them are, too! If the engine ran as raggedly as the signals are given, we should all be pedestrians by preference. Cars are usually overtaken and passed on the left-hand side, and this performance, which sometimes causes considerable inconvenience, is often fraught with danger; further, it is illegal and discourteous. When you come to a busy intersection, give the other fellow a chance; don't suddenly slow down and force the driver behind you to ride his brakes to prevent him from mixing his radiator with your spare tyre. If you have to slow up after passing a car, you shouldn't have passed it.

When there is a delay in traffic ahead, and a line of cars has formed, consider the delay as unavoidable, and don't hold down the horn button. It does nothing but tend to unnerve the driver in front or behind.

The useful work your engine does when driving on a level road is to overcome mechanical friction and wind resistance. Both these factors increase very rapidly as you increase your speed, which indicates that the slower you go the less petrol will be used per mile travelled. However, at slow engine speeds the efficiency of the engine is not as great as at high speeds. There is, therefore, a best speed of between 25 and 30 miles an hour, at which most mileage to the gallon will be obtained.

Driving with the hand throttle on long, level stretches is also conducive to good mileage, as it allows the engine to operate more uniformly than when your foot, responding to every slight jar, moves the throttle. If you do 35 miles an hour or more whenever you can, you will enjoy an increase in petrol consumption of some miles to the gallon. By consistently driving at between 25 and 30, you will be surprised to find that you can reach your destination in almost the same driving time as that in which you would have arrived had you "stepped on it" for inconsistent short bursts of speed.

LIFE OF TYRES

Effect of New Conditions

A matter of paramount interest to the present-day motorist is the question of tyre mileages.

The purchase of covers and tubes is a recurring expenditure as in the case of oil, petrol, excise taxation and insurance. Is it not logical, therefore, that the tyre cost-per-mile is as important as the miles-per-gallon of petrol and oil?

"How many thousands from your tyres," is a question asked in offices and golf-houses; in fact everywhere the motorist is found. The blase youth with his super-tuned sports car complains that his tyres mileage compares very unfavourably with the man next door who runs a general utility car and "potters" down to the office.

Why this difference?

It must be agreed that the sports car is able to maintain a higher average speed than the touring car, and naturally, it is driven to capacity, for the lure of rapid acceleration and "all-out" speed are reasons for the purchase of a sports car. It is estimated that the average speed on the open road is at least 10-15 miles faster than it was three years ago. There is no doubt that this increase in average speed has resulted in a reduction of the average tyre mileage.

Another factor which influences tyre wear is starting and stopping. With the increased number of vehicles on the road, congestion is such in cities and towns that stopping and starting occur more frequently than before. Linked up with this factor is the question of four-wheel brakes. Most present-day cars are fitted with very efficient braking systems on all wheels. Consequently the car is brought to rest more quickly than with two-wheel brakes, which tend to grind away the tread rubber much quicker.

This is, more or less, the broad outline of the effect of new conditions of use on tyre equipment. It must be conceded, however, that the present-day pneumatic tyre can give double the mileage yielded by the pre-war product at a very much reduced cost.

Other factors, such as the correct alignment of wheels and correct inflation pressures, are all-important points if maximum tyre service is to be obtained. One of the most promising developments to-day in the garage business is the opening of free service departments to give advice and attention to the small matters of tyre maintenance which make all the difference between poor and good mileages.

Also, the majority of leading tyre manufacturers are very glad to give helpful advice on the subjects of tyre usage and mileages.

TRAFFIC EDUCATION

Good Hint Comes From Java

The Head of the Educational Department for the Dutch East Indies, in collaboration with the Committee of School masters, has worked out a scheme for dealing with the education of school children in regard to traffic in the Dutch Indies. The report concludes with the following resolutions:

The ever-increasing fast traffic necessitates the taking of every precaution to protect the school children against the dangers of traffic.

It will be the task of the school masters to impress upon their pupils the traffic dangers and to teach them traffic regulations for diminishing the dangers. It is also very desirable that pupils should receive regular exercises regarding the application of the traffic regulations.

To introduce compulsory tuition regarding traffic regulations into the preparatory schools (one-quarter or half an hour every fortnight).

This traffic education will not only be introduced in schools in big

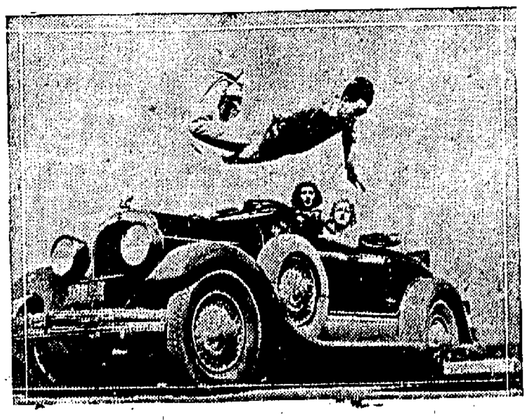
(Continued at foot of next Column.)

towns, but in all districts where there is danger from fast traffic.

The educational department will take in hand the composition of simple booklets and designs of wall cards dealing with traffic regulations.

Where necessary, the school authorities will support the traffic regulations by erecting temporary or permanent danger signals near the schools.

No doubt these compulsory measures will lead to a reduction of accidents to which school children especially have been exposed in Java during the past two years.



A Human Kangaroo.—An excellent action photo of a remarkable stunt—Eddie Nugent leaping clean over an automobile and 'way over the girl friends' heads.

CURIOUS CONTRASTS

Railways Versus Roads in Dominions

Railway constructional development with us has practically reached the limit, and no large programme is likely in the future, though other questions now have to be faced. At the moment the most interesting of these is how the railways and the road transport companies can work out some common economic system of existence suited to the needs, and yet not wastefully indulgent to the fads, of the public.

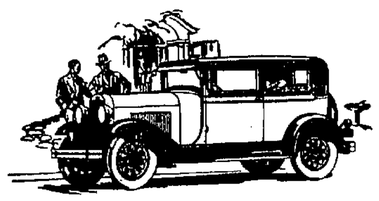
In contrast with such conditions, are those which exist in some of our Overseas Dominions, in which perforce railways have had to be built by the Government, and where now the authorities are being driven into providing roads over which private parties carry traffic to the detriment of such systems. Several of these contrasts were dealt with in an interesting paper read by Brigadier-General F. D. Hammond, D.S.O., before the Institute of Transport in London.

One of the curious contrasts to which General Hammond draws atention is the fact that though this country is the home of private enterprise in the railway field, the State systems in the Empire have a mileage five times as great as the company-owned railways. In a way this may be said to be to our credit, and to afford another example of the adaptability of our race and methods, which has contributed to our success in so many different parts. As already pointed out our conditions here are not paralleled elsewhere in the Empire and in many instances development would have been absolutely impossible unless Government pioneering work had been inaugurated. Work of this kind has been essential for instance in Africa. It has also enabled something more than the fringe of Australia to be developed, though that country, more perhaps than any other, has afforded examples of the unwisdom frequently accompanying State management.

The most important question all the Empire over at the present time is the proper co-ordination of motor and rail transport. This problem varies with every case, and the solution which may be reached here must differ essentially from that demanded by newer countries. In the latter, the railway will usually form a trunk line of communication and motor transport will extend the area served, from a strip of from 10 miles to 20 miles on either side, to something more like 50 miles to 70 miles on each side. The problem of how to deal effectively with the areas beyond rests, in General Hammond's opinion, on the possibility of devising larger working units capable of operating over earth roads. In scrutinising the possibilities of reducing road costs General Hammond considers the only means of lowering transport charges to lie in a greater tonnage per unit. Fuel economy assists, but even if the most favourable expectations were realised, they would not make possible reductions in charges which would render feasible the extension of services to areas beyond those suggested above. The economic limiting charge of about 1s. per ton-mile in Africa needs to be reduced to something like 6d. before motor transport can spread its net wider in collecting traffic for trunk railway. If such a reduction were practicable, General Hammond considers the strips saved might easily represent total widths of 200 miles or so, worked by rail and large motor units, beyond which again might work smaller types of motor of even native transport In Africa, at least, most of the traffic is moved in the dry season, so that although only earth roads may be possible, the conditions are not unreasonable, but the provision of suitable transport units is still lacking. In this matter, it is pointed out that the Americans, who can practise at home with their machines, have developed more powerful tractors than we have, and General Hammond concluded his paper by expressing the hope that we may not lose to them the possible markets for such machines within the Empire—with which we heartily concur.—"Engineering."

"I COULDN'T ASK FOR A BETTER CAR"

THAT'S WHAT OWNERS SAY



This new Oldsmobile is primarily a fine car. In design—materials—workmanship—the highest standards of quality have been rigidly maintained.

Oldsmobile's voguish new bodies are built by Fisher—world-famous for fine coachwork.

A great new engine develops power for every need and speed for every desire.

And this new Oldsmobile is completely equipped as a fine car should be, including vertical radiator shutters, four Lovejoy hydraulic shock absorbers, and rubber-cushioned bumpers, front and rear.

Search automobile row from end to end. Compare cars of every price with this new Oldsmobile. You'll find you can buy a bigger car but not a better one. You'll know why owners say, "I couldn't ask for a better car."

TWO-DOOR SEDAN $2,600

Roadster	M$2,500.00
Touring	M$2,500.00
Sedan (2-door)	M$2,600.00
Sedan (4-door)	M$2,800.00

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

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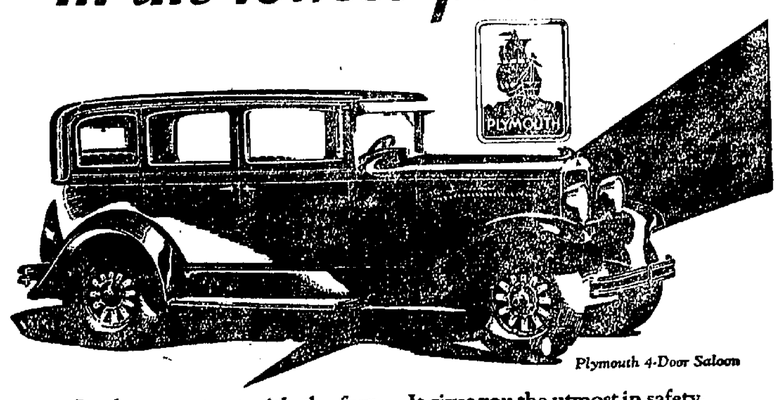
PRODUCT OF GENERAL MOTORS

The Only FULL-SIZED CAR in the lowest-priced field



Plymouth 4-Door Saloon

In sharp contrast with the few other cars of its price group the new Chrysler-built Plymouth offers *full-sized* bodies, deep, luxurious upholstery with ample room for adult passengers.

The new Plymouth offers also in beauty and original style, in speed, power, quiet and smoothness—the quality you could get heretofore only for far more.

It gives you the utmost in safety, because of internal-expanding hydraulic 4-wheel brakes, positive in any weather.

Examine, point for point, the features which place Plymouth foremost in its field. Then drive it—and you will know why scores of thousands today enthusiastically acclaim Plymouth the greatest value in the lowest-priced field.

PLYMOUTH

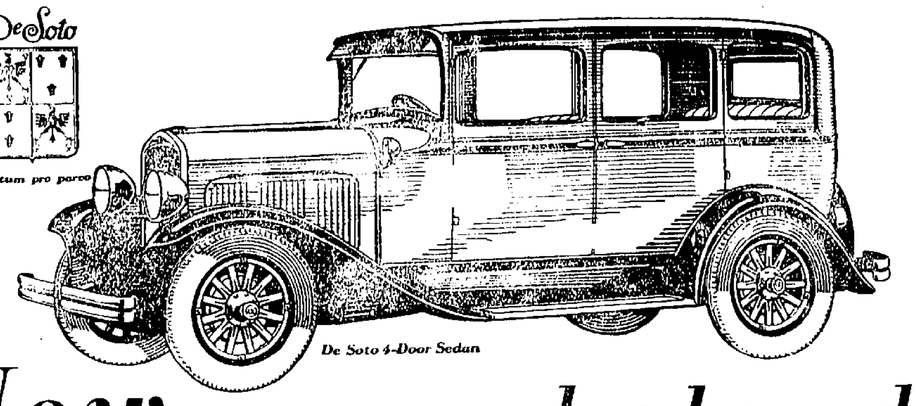
THE REPUBLIC MOTOR CO. OF CHINA.

30 - 32, Des Voeux Road C.

Telephone C. 1219 & C. 6252.

DeSoto

Multum pro parvo



De Soto 4-Door Sedan

New . . . and already a sensation in the field of low-priced sixes . . De Soto Six—

the new Chrysler sensation-car brings Chrysler's dashing style and speed and colourful individuality into the field of low-priced sixes—within one month of its advent is recognised as today's most vivid expression of the new quality and value standards in modern motor car manufacture.

New Mechanical Excellences for a Popular-Priced Six

New Chrysler-designed "Silver-Dome" high-compression engine, using any grade petrol.

New-type rubber insulation of engine to wipe out the last vestige of torque and vibration.

New-type iso-therm-invar-strut pistons with piston rings of new tongue and groove construction.

New-type 4-wheel hydraulic internal expanding brakes, with squeakless moulded brake lining.

New-type smaller wheels, combining greater safety with easier riding and smarter appearance.

Sole Agents—

THE REPUBLIC MOTOR CO. OF CHINA.

30 - 32, Des Voeux Road C.

DE SOTO SIX

PRODUCT of CHRYSLER

Some actual mileage figures which prove that

DUNLOP TYRES

are the most economical in taxi service

815 x 105 TAXI-CORDS

Mt. Pleasant Motors	Coupe Co.	Fleet Garage	Levys Ltd. King's Cress	Pembroke Garage
15,300*	8,160*	10,743*	17,800	15,703
15,850*	12,650*	11,482*	15,200	12,510
13,667	8,352*	12,017*	14,780*	16,858
15,532	10,761*	8,553*	14,730*	13,355*
15,120	8,082*	7,785*	14,320	13,303
14,635*	8,732*	11,798*	13,950*	15,083
13,500*	8,836*	9,867*	14,150*	15,051
11,900*	9,315*	8,665*	15,870	15,035
12,355*	7,022*	10,294*	12,900*	17,870
11,680*	10,784*	9,910*	14,650*	12,671
11,680*	8,476*	10,332*	13,250*	13,944
12,730*	8,177*	8,909*	16,300	11,962

Tyres marked are still running*

Evidence on such an extensive scale as this, covering so many tyres, *must* show the real truth!

fit **DUNLOP**

TAXICORDS

for longer mileage!

DUNLOP RUBBER Co. (China,) Ltd.

Pedder Building. Tel. C. 4554.

CARS IN CANADA

Flourishing Condition of Industry

The flourishing condition of the automobile industry in Canada during the calendar year 1928 is reflected in figures just issued by the Dominion Bureau of Statistics which show that production of automobiles during that period reached a new record of 242,382 cars having a sales value f.o.b. plant, of $151,826,338. This output was 18 per cent greater in number and 42 per cent. higher in value than in 1926, the next best year, when 204,727 cars valued at $122,629,537 were made. In 1927, the Bureau points out, production totalled 179,054 cars valued at $115,904,228.

Compared with data for the previous year, figures for 1928 show that the number of cars made available for use in Canada was the highest on record, and that the number of cars imported and the number exported also reached new high levels. Imports for the year totalled 47,408 cars, an increase of 29 per cent. over the corresponding figure of 36,630 cars in 1927, and exports numbered 79,588 cars or 38 per cent. more than the total of 57,852 cars shipped in the previous year.

The apparent consumption of motor cars in Canada in 1928 was 210,035, a figure which compares with 157,832 cars in 1927 and 158,577 cars for 1926. During the year under review one new car was made available for every 46 persons in the Dominion. Registration statistics, the Bureau points out, are not yet advisable for 1928 but in 1927 they show that one car was in use for every 10 persons in Canada.

Visual Test for Piston Rings

A suspicion that the piston rings are responsible for compression leaks, particularly that represented by what is known as "blow-by," can be confirmed or refuted by a simple visual test in many cases. Lift the bonnet, remove the cap from the breather tube and set the hand throttle for a fairly good—but not racing—speed. If there is perceptible smoke or vapour rising from the breather, the chances are that the rings are guilty of one of the worst offences, as blowing demands immediate attention. Not only are compression and engine performance lost, or at least reduced, but the oil is diluted faster, which will in turn have its effect by depreciating the engine parts rapidly.

A 1928 DIARY

Highlights of Chrysler

The following interesting information has been received from the Chrysler agents, the Republic Motor Co. of China:—

January

Chrysler sets out on the new year holding third rank in dollar sales among members of the National Automobile Chamber of Commerce. Sales of cars in 1927 were 192,083 as compared with 170,392, for the year previous. Net profits for 1927 were more than six times those for 1924 the company's first year. Export business in 1927 constituted 14.56 per cent. of the total volume.

Chrysler makes, at beginning of the year 1928, the widest range of products offered by any individual motor car manufacturer. Forty body types, including 15 custom-built creations, on 4 different chasses.

Plant equipment of the Chrysler Corporation, at the first of the year, comprises 12 units in the United States and Canada. Factories: Highland Park, producing "52" and "62" models' capacity approximately 1,000 cars daily: Jefferson Avenue, Detroit, building Imperial "80" and "72" models: Kercheval Avenue, Detroit, body manufacturing: New Castle, Indiana, forging and machining: Dayton, Ohio, service parts depot. In addition, Chrysler interests were being forwarded by the Societe Anonyme Chrysler, Belgium, and the Chrysler Company M. B. H. Germany.

Lower prices $50 to $100 on "52" and "62" models, January 10. During the week following the reduction, more retail orders in Detroit and New York than for the entire month of January the year before.

Chrysler gains all speed and distance records for Australia.

March

Chrysler Corporation directors declare dividend of $8 per share on Class A Preferred Stock, and regular quarterly dividend of 75 cents per share on Common Stock.

April

Hydraulic 4-wheel brakes available on "52" model, making it the lowest-priced car in the world with this feature.

Results of 14-months' tests conducted on Chrysler "50" and "60" touring cars by Motor Transport Division of the United States Army become known. All expenses for 30,000 miles, including fuel, oil, labour, parts, tyres and depreciation, resulted in a total cost per car mile of less than 3¼ cents for the model "50" and under 3.9/10 cents for the "60."

For the first 4 months of this year, earnings after taxes amount to $7,896,506 as against $6,852,866 for the corresponding period of the previous year.

May

Gerry Mouwer, racing enthusiast of South Africa, completes daring 94-days motor journey of 8,500 miles across Africa in the "wet" season, driving a Chrysler "72" Sedan. In accomplishing this feat which many said would be impossible, Bouwer excited considerable interest in African transportation about hitherto unknown conditions that will be of inestimable value to future road builder.

June

Compilations show that $100 invested 5 years previously in Maxwell Chrysler Class "B" at 15⅜ per share would have had a value equivalent to $1,977.22, including dividends in the amount of $221.14.

Profits of Chrysler Corporation for the first 6 months of 1928 reported at $11,690,470.

E. C. Morse, director of the export division of the Chrysler Sales Corporation, returns from a 6 months' trip around the world.

July

Walter P. Chrysler formally presents new Engineering Building to the Engineering Department, Fred M. Zeder accepting in behalf of the organisation he heads, July 3. Four thousand leaders of all branches of the automotive industry attend celebration. A complete motor car factory within itself, including the most modern equipment. Here the engineers create, design and build complete the experimental Chrysler cars and parts. Four floors high, 960,000 square feet of floor space. Engineering Department consists of more than 300 technical men.

Chrysler makes definite entry into the low-price field with newly-created Plymouth, with 6 body types. Includes numerous features pioneered successfully by Chrysler engineers on more expensive models.

New "65" and "75"

Chrysler announces 6 body types on "65" chassis, and 4 body types on "75" chassis. (Chrysler model numbers indicate miles per hour). Both lines larger than the series they supersede. Additional body types to be announced.

"Silver-Dome" high-compression engine, offering the advantages of high-compression power from any gasoline. Installed as standard equipment on Plymouth (4 cylinders, 45 h.p., 60 miles and more per hour): on "65" (6 cylinders, 65 h.p.): on "75" (6 cylinders, 75 h.p.).

Rubber engine mountings front and rear on new Plymouth.

New Squeakless moulded brake linings on new Plymouth, "65" and "75."

Rubber insulators between frame and body to destroy vibration on Plymouth, "65" and "75."

Style Innovations

"Slender-profile" radiator, an exclusive development superseding the conventional type of radiator shell, establishes an artistic harmony between the radiator outline and other design elements of the car. On all 1929 models.

Arched window silhouettes, a striking style feature furthering the harmony of lines in the whole ensemble. On all models.

"Air-wing" full crown fenders, enhancing the fleet appearance of the bodies and serving the practical purpose of reducing cross-splash of water and mud. An ideal design for cars with low centre of gravity and full balloon tyres.

Chromium - plating supersedes nickle-plating on all Chrysler models for 1929, affording a brighter and more enduring finish on radiator shell, headlamps, and other bright work.

Bowl-shaped headlamps for Plymouth, "65" and "75" to harmonise with other features of design on the car.

As result of the greatest public reception ever accorded Chrysler products, the Company is faced with the necessity of increasing substantially it greatest previous output to keep with the demand. New York City turns out 109,000 in 5 days to see the new Chryslers, placing 1,500 orders for $2,000,000 worth of cars, while thousands of others await appraises of their used cars. Detroit announces sales amount to $750,000 in 4 days for 652 cars. Fifty-one thousand Philadelphians attend 4-days showing: throng so great July 10 that extra police were called.

Dodge Brothers

Acquisition of Dodge Brothers, Incorporated, makes Chrysler Corporation third largest manufacturer of motor vehicles in the world. Announces that Dodge Brothers Corporation will be maintained by the Chrysler interests as a separate organisation, but under the direction and supervision of the officials of the parent Company. Personal: Walter P. Chrysler becomes president of the new division: K. T. Keller, vice-president in charge of sales: Fred M. Zeder, vice-president in charge of egnineering: B. E. Hutchinson, vice-president in charge of finance: John R. Lee, sales manager.

August

New assembly building, consisting of a 2-storey mezzanine structure 1,000 feet long is added to one of the main buildings at Jefferson Avenue plant to make a total assembly line of 1,400 feet. Company moves "65" production from Highland Park plant to Jefferson Avenue plant, permitting increased production in this model and more space at the former factory for Plymouth manufacture.

De Soto Six, in 7 body types, announced by Chrysler as its answer to insistent demand for a bigger, more powerful and more luxurious car in the field of lower priced sixes. Features many Chrysler mechanical and style improvements, such as the "Silver-Dome" high-compression engine, developing 55 h.p. counterweighted crankshaft, Iso-Therm Invarstrut pistons, "slender profile" radiator, etc., Manufactured at Highland Park plant.

September

Add phaetons with custom bodies of 5-passenger and 7-passenger capacity to the "75" series. These new models notably superior to the conventional styles known as "touring cars." Phaetons predicted to win a popularity similar to that which the Company achieved with its Roadster when Chrysler began recreating the "vogue of the roadster" 4 years ago.

Chrysler announces Fargo line of car, designed to meet new commercial sedan purposes. Half-ton model, with 4-cylinder 45 h.p. "Silver-Dome" engine is known as the Fargo "Packet" Three-quarter-ton model, with 6 cylinder "65" h.p. "Silver-Dome" engine is called the Fargo "Clipper." Trucks of greater capacity to be announced later.

Harry A. Kaufmann appointed sales manager of the newly created Fargo division of the Chrysler Corporation. Brings 19 years' experience in the commercial car and tractor field; associated with Chrysler since Spring.

Order for 53,417 cars for September shipment shatter all Chrysler records. Each week establishes a new high mark in production. Output for a single day reaches a peak of 1321, climbs to 1354 and is surpassed the same week by 1370. Distributors offering to take solid trainloads of cars.

In the 8 weeks following announcement of the new Chrysler lines, the public of Detroit and Wayne County invests more money in Chrysler transportation than in any other make of motor car.

Owners buy nearly $3,000,000 worth of the new products, deliveries totalling 2,100. The local record for two consecutive months hitherto was 1,228 cars. (September-October of 1926).

Add third floor to new Chrysler export shipping building at Highland Park.

October

Bouwer drives Chrysler "72" Sedan 8,500 miles from Cairo to Cape Town in 40 days, less than half the time required for his up trip, made during Africa's rainy season. Receives wide acclaim for his public service as a surveyor of little-known sections of the Great Continent. Near the end of the trip after 17,000 miles of gruelling hardship, the Chrysler proves its stamina by travelling 80 miles an hour where road conditions permit.

Expansion production facilities of Dodge Brother plant with new assembly line.

Chrysler announces 2 new custom convertible type body styles on the "75" chassis, broadening out the "75" line to 8 body styles. Both built by Locks according to Chrysler specifications. Consist of the Convertible Sedan (5-passenger capacity) and the Convertible Coupe (with rumble seat.)

Carl Breer, executive engineer Chrysler Corporation, returns from trip abroad.

Organise Chrysler Export Corporation to have charge of overseas distribut on of Chrysler, Plymouth, Dodge Brothers and De Soto passenger cars, as well as Graham Brothers and Fargo Commercial cars. This co-ordination of all units permits more specialised attention to the requirements of overseas markets. Appoint E. C. Morse president and general manager; has been director of export sales for Chrysler Sales Corporation for the past 4 years.

B. E. Hutchinson, vice-president in charge of finance of Chrysler Corporation, returns from trip abroad.

Ship 36,780 Chrysler, Plymouth and De Soto motor cars during October, the greatest month in Chrysler history. Equivalent to 11,034 freight-carloads of automobiles, averaging 3½ per freight car. Represents 441 freight-carloads per working day. This number of automobiles, if driven away at the same time, allowing 100 per car, would form a line 697 miles long.

De Soto production for the first 3 months of its existence sets a mark unparalleled by any other car during the same period in the history of the industry. July (last 9 days), 744: August 5055: September, 7336; October, 9562.

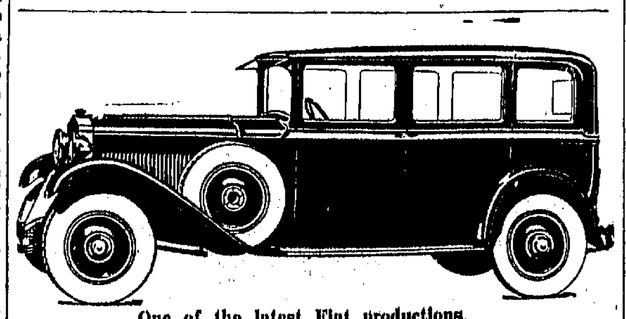
Dodge Brothers' deliveries set on all-time record for October, with an increase of 6,840 units over the same month a year ago.

November

Add fifth floor to new Engineering Laboratories at Highland Park, which structure was formally opened on July 3.

John R. Lee, for the past several years sales manager of Dodge Brothers, becomes assistant to J. E. Fields, vice-president in charge of sales for all divisions of the Chrysler Corporation, to assist in developing of sales policies and direction of general organisation work among the several divisions.

(Continued on Page 19.)



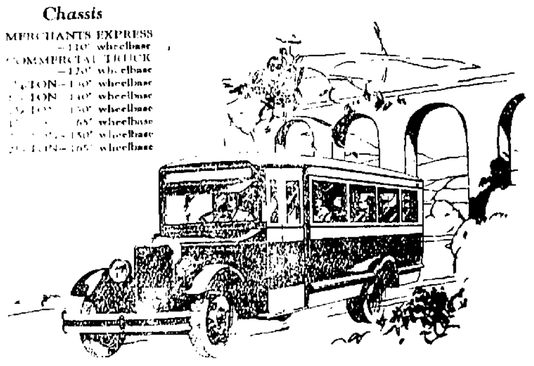
One of the latest Fiat productions, Fiat Model 521 Saloon.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 9A, Wyndham Street or 'Phone C. 4641.

Chassis

MERCHANTS EXPRESS
—110" wheelbase
COMMERCIAL TRUCK
—120" wheelbase
TON—130" wheelbase
TON—140" wheelbase
—150" wheelbase
—65" wheelbase
—150" wheelbase
—105" wheelbase



Money Makers
the World Over

GRAHAM BROTHERS TRUCKS AND BUSES

BUILT BY TRUCK DIVISION OF DODGE BROTHERS

SOLE DEALERS FOR SOUTH CHINA:

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road C.

Tel. C. 5644.

MICHELIN

READ THIS! It will convince you of the Reliability of Michelin Tyres.

One of our customers writes ..... No doubt it will interest you to know what I think about your "Michelin" Tyres. As you will recollect I bought a Fiat (M 509) Car from you fitted with these Tyres (size 720 x 120) and after having run for about 8000 miles I cannot speak too highly of them ..... I have never had any trouble with these tyres; there has been no puncture up to date and it was never necessary to use the spare tyre .....

Original of this letter can be seen at any time in our office upon application.

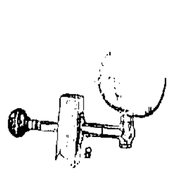
ALL SIZES IN STOCK.

A. GOEKE & CO., DISTRIBUTORS.

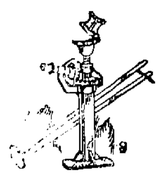
China Buildings (3rd Floor). Tel. C. 2221.

FIAT GARAGE DEPOT.

67, Des Voeux Road C. Tel. C. 4821.



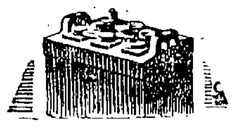
AUTO ACCESSORIES



THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts Batteries, etc., etc.



Electric Accessories, etc., etc.

A 1928 DIARY

(Continued from Page 18.)

Chrysler W. Matheson, vice-president in charge of sales for De Soto, is appointed general sales manager of Dodge Brothers, which was for years under his leadership. He continues as vice-president and director of De Soto Motor Corporation.

L. G. Peed, who recently joined the Chrysler Corporation executive staff, is made general sales manager of De Soto Motor Corporation. With his outstanding knowledge of mechanising, De Soto acquires in Mr. Peed a leader whose abilities assure a continuance of the notable success it has attained in the few months since its introduction.

Advertisers Incorporated is appointed advertising counsel for Dodge Brothers, Incorporated. Lee Anderson, nationally known advertising and sales executive, assumes the presidency of the newly formed agency.

Frank N. Sim is appointed director of advertising, Dodge Brothers, Incorporated.

December

Announce new Chrysler Imperial line of 9 custom body types, the largest and finest that Chrysler produces. In a recently acquired plant, Chrysler builds the Sedan Limousine, Town Sedan, 5-passenger Sedan, and 7-passenger Sedan. Locks builds the Roadster (rumble seat), Convertible Coupe (rumble seat) 2-passenger Coupe (rumble seat), Sport phaeton for five, 7-passenger Phaeton. Larger appearing than any previous Chrysler and even more luxurious. A salient feature is the striking individuality of each body style; the custom treatment is pronounced.

PREMIER HONOURS

World-Wide Sales Campaign

Premier honours in a world-wide contest—a three-month sales campaign conducted simultaneously among 186 business concerns located in the principal cities of 86 countries and groups of islands scattered throughout the world—would be expected to go to some centre of industry. Instead Chile, a 2,661-mile strip of mountainous coastline in South America, established a record equalled only by India, while Uruguay and Argentina, South America, and Java, Dutch East Indies, were the home countries of the remaining winners.

The contest, which was held among principal Studebaker-Erskine distributors during October, November and December, 1928, was organized by the export division of The Studebaker Corporation of America. It is the first international sales contest ever conducted by Studebaker, and it is believed to be the first of its kind ever conducted by any manufacturer. That it was extremely successful is indicated by the fact that it climaxed the Corporation's most successful year of export business.

The diversity of conditions under which the contesting distributors operate, made it necessary to divide the contestants into seven groups, or leagues. Organizations in cities of the same size with similar past sales records were placed in one league, those in cities of another size in a second, and so on until all distributors selected to compete were members of the seven groups. Each contestant was given a sales quota based on his past sales record, and the firm in each league that attained the greatest percentage of this quota was awarded a handsome sterling silver loving cup suitably engraved. The seven groups were called the Overseas, Universal, International, Metropolitan, Continental, Cosmopolitan and Globe Leagues.

South America received the Lion's share of the silver trophies, two of which were awarded distributors in Chile, and one each in Uruguay and Argentina. The outstanding record of the South American winners was made by Rafael Lazo Donoso, Studebaker-Erskine distributor in Concepcion, Chile, who outstripped his nearest opponent in the Continental League, composed of 42 contestants, by a lead of 95 per cent. Jose Moukarzel M., distributor for Iquique, Chile, a city of approximately 50,000 population, amassed a sales lead that 81 Globe League contestants throughout the world failed to equal. Ferrer & Co., Montevideo, Uruguay, won by a narrow margin in the Overseas League over the leading distributor in South Africa, Japan, Egypt, Spain, Norway, Denmark, Australia and the Freestate of Danzig.

The fourth trophy won by a South American distributor—that for the Metropolitan League—was awarded The Studebaker Corporation of America, Buenos Aires, Argentina, which competed with Paris, France; London, England; Sydney, Australia; and Hamburg, Germany.

The remaining trophies were won by contestants in India and the Dutch East Indies. Volkart Brothers, distributors in Bombay, India, won the International League cup over Calcutta, India; Bloemfontein and Port Elizabeth, South Africa; Bucharest, Roumania; San Juan, Porto Rico; Prague, Czecho-Slovakia; Manila, Philippine Islands; and Havana, Cuba. The winning organization in the Cosmopolitan League was Romer Dan & Co., Madras, India.

The closest race of the contest took place in the Universal League, which was won by N.v.t.v.v. Verwey and Lugard, Bandoeng, Isle of Java, Dutch East Indies. An advantage of 3 per cent. in sales gave the Java contestant first place over Stevenson, Romagosa & Co., Barcelona, Spain. Another 3 per cent. advantage existed between the Spanish distributor and the contestant winning third place—A/B Backdahl & Co., Stockholm, Sweden.

EASE IN STEERING

Features of the New "A" Ford

A new degrere of ease and safety in steering has been introduced into the field of low-priced, light automobiles by the new Model A Ford.

Partly this is due to the well distributed weight of the car, and the co-ordination of specially designed springs and shock-absorbers, but the most important contribution to ease and comfort in steering is the remarkably well designed steering mechanism.

The Model A Ford steering gear is of the worm and sector type heretofore used only in cars of a much higher price class. It is known as the "Three-quarter irreversible" type, which means that a very light hand on the steering wheel will hold the front wheels straight and true even over road bumps and ruts, but that the river always retains that much desired "feel of the road" which is lost with the full irreversible type of steering mechanism.

The steering shaft, gear and worm are all made of very hard, forged steel, especially heat treated and machined with the most careful precision. The design is so simplified that it requires very infrequent adjustments, but such minor adjustments as may be necessary can be made easily and quickly.

THE NEW FORD MODEL "A"

[By W. Harper—Local Ford Dealer with apologies to "The Sun Dial."]

My old car answers all my needs
It looks as good as new,
But when I saw the Model "A"
I knew it would not do.

It's only done 10,000 miles,
And pleases me a lot.
Yet now I've seen the Model "A"
It doesn't look so hot.

The engine is in perfect shape,
And glossy is the paint;
I'm satisfied 'till I recall
The Ford and then I "ain't."

There's nothing that she will not do;
Up Hong Kong's hills she'll breeze.
She's grand until I meet a Ford
Then she's a piece of cheese.

She's only one year old this month
And looks like new (no bunk)—
But after Henry's Model "A"
She's just a mess of junk.

I never liked a car as much—
She's everything that's hot
Until I spot that Model "A"
And then I know she's not.

No new car should I buy this year,
And swore I'd not—until
I saw the New Ford Model "A"
And now I think I will!

MOTOR-CYCLING FOR A WAGER. — The Misses Betty and Nancy Debenham sent off on lightweight machines to try to travel 2,000 miles for nothing as the outcome of a discussion on the cheapness of modern motoring. They are seen starting from Tottenham Court-road, London.—(Sport and General).

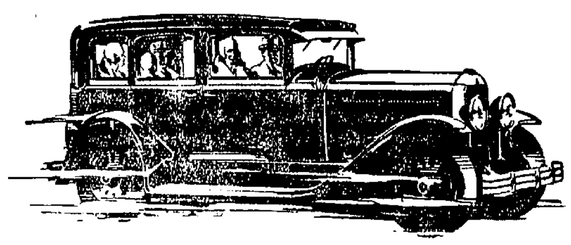
The New **BUICK**

All that is Newest—*in* Style & Performance —*plus* the reliability that makes BUICK *Supreme*

Here are bodies of matchless distinction and charm .... Here is the highest development of the famous Buick Valve-in-Head engine—the most powerful engine of its size in the world.

And here are new heights of that sterling reliability for which Buick has always been famous—a remarkable new chassis—assuring thousands upon thousands of miles of complete motoring satisfaction.

For the newest in style and performance—for utmost value—for the highest degree of stamina and reliability—the choice of the overwhelming majority of fine car buyers is this magnificent new Buick.

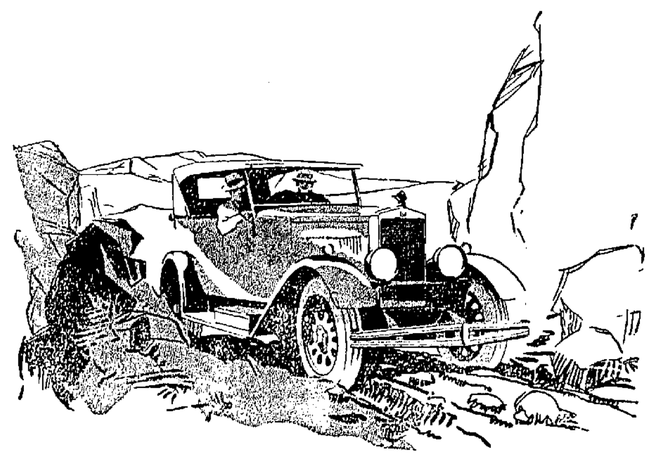


THE DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley
Telephone Central 1246 or 1247

BUICK
WITH MASTERPIECE BODIES BY FISHER

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

Cars built for hard work!



SOME cars lead a "dog's life." From morning till night—work, work, work—day in and day out. No petting, no pampering, just work. And like dogs, they are expected to render the same faithful service.

We had this fact in mind when we built your car. It would have to run on roads that were not, to cross every kind of country, to climb anything but trees; in all weathers, to take a good deal of rough with precious little smooth.

We built the bigger, high-powered Morris-Cowley—a glutton for work with its wonderful power unit, its 56 in. wheel track, high clearance and splendid workmanship. All round the world, this fine car can be used and relied upon.

MORRIS AFTER-SALES SERVICE IS WORLD-FAMED AND PRICES OF SPARE PARTS ARE FIXED BY THE FACTORY

ASK YOUR DEALER

MORRIS

MORRIS MOTORS (1926) LTD., COWLEY, OXFORD, ENGLAND

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central - Tel. Central 4759.

NEW 1929
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TEST AVERAGES

Batsmen & Bowlers on Both Sides

NUMBER OF CENTURIES

England's 14 Players — Australia's 20

Below are given the averages for the cricket Tests between England and Australia which have aroused world-wide interest.

Other statistics pertaining to series are also given. Although England lost yesterday, A. P. F. Chapman (who stood down) still enjoys the distinction of having won every match he has played in as captain—since the last Test at the Oval in 1926 when England regained "the Ashes." Victory by four matches to one is the most convincing against Australia since the War.

One of the sixteen men sent out by the M.C.C., England called upon fourteen to play in the Tests as follow:

All five Tests:—Hobbs, Hammond, Jardine, Hendren, Tate, Larwood, White (captain in the Fifth), Duckworth.

1st, 2nd, 3rd and 4th Tests: Chapman (captain), Sutcliffe.

2nd, 3rd, 4th and 5th Tests: Geary.

1st Test:- Mead.

5th Test: Tyldesley, Leyland.

Australia's Twenty

What with Gregory having to retire and Ponsford and Kelleway becoming casualties, Australia called upon twenty players to represent her in the series, as follows:

Played in five games: Ryder, Woodfull, Kippax, Oldfield, Grimmett.

Played in four games: Bradman, Hendry.

Played in three games: Oxenham, Blackie.

Played in two games: Jackson, a'Beckett, V. Y. Richardson, Ponsford, Ironmonger.

Played in one game: Gregory, Nothling, Kelleway, Fairfax, Wall, Hornibrook.

Outstanding Incidents

Many abormal figures have been recorded in these marathon Tests and a number of records created. Among the outstanding incidents were:

Record 3rd wicket partnership for England:—Hammond and Jardine, 262, Fourth Test, 2nd innings.

Record 8th wicket partnership for England:—Hendren and Larwood, 124, First Test, 1st innings.

Record 5th wicket partnership for Australia: Bradman and Fairfax, 183, Fifth Test, 1st innings.

Record innings:—636 runs, England, 1st innings, Second Test.

Record Attendance:—63,000 on first day of Third Test at Melbourne. (Total for six days was 244,361).

Double Centuries:—Hammond's 251 and 200 in consecutive matches.

Two Centuries in one match:—Hammond's 119 not out and 177 in Fourth Test. (This feat has been previously performed by Bardsley and Sutcliffe).

Four Centuries in a series:—Hammond, equalling the record of Sutcliffe.

Record Aggregate in a series:—Hammond's 905.

Century Partnerships:—Hobbs and Sutcliffe took part in their ninth opening partnership of three figures in the Fourth Test.

Individual Centuries

FOR ENGLAND:—EIGHT.

Hammond (four): 251 (2nd), 200 (3rd), 119 not out and 177 (4th).

Hendren (one): 169 (1st).

Sutcliffe (one): 135 (3rd).

Hobbs (one): 142 (5th).

Leyland (one): 137 (5th)†

FOR AUSTRALIA:—NINE.

Woodfull (three): 111 (2nd), 107 (3rd), 102 (5th).

Bradman (two): 112 (3rd), 123 (5th).

Hendry (one): 112 (2nd).

Kippax (one): 100 (3rd).

Ryder (one): 112 (3rd).

Jackson (one): 164 (4th)†

† on first appearance in Test match.

ENGLAND—Batting

	No. of Innings	Aggregate	Top Score	Times Not Out	Average
M. Leyland	2	190	137	1	190.00
W. R. Hammond	9	905	251	1	113.12
E. Hendren	9	472	169	0	52.44
H. Sutcliffe	7	355	135	0	50.71
J. B. Hobbs	9	451	142	0	50.11
D. R. Jardine	9	341	98	1	42.62
C. P. Mead	2	80	72	0	40.00
E. Tyldesley	2	52	31	0	26.00
A. P. F. Chapman	7	165	50	0	23.57
H. Larwood	8	173	70	0	21.62
M. W. Tate	10	214	54	0	21.40
J. C. White	8	70	29	4	17.50
G. Duckworth	9	76	39*	4	15.20
G. Geary	8	95	66	1	13.57

* denotes not out.

ENGLAND—Bowling

	Overs	Maidens	Runs	Wickets	Average
G. Geary	240.3	70	477	19	25.10
J. C. White	405.1	134	760	25	30.40
H. Larwood	259.1	41	728	18	40.44
M. W. Tate	371	122	693	17	40.76
W. R. Hammond	119	30	287	6	47.83
M. Leyland	3	0	11	0	—
D. R. Jardine	1	0	10	0	—

AUSTRALIA—Batting

	No. of Innings	Aggregate	Top Score	Times Not Out	Average
A. Jackson	4	276	164	0	69.00
D. Bradman	8	468	123	1	66.85
A. Fairfax	1	65	65	0	65.00
J. S. Ryder	10	492	112	1	54.66
W. M. Woodfull	10	491	111	1	54.55
A. F. Kippax	10	311	100	0	31.10
H. L. Hendry	8	227	112	0	28.37
E. L. a'Beckett	4	104	41	0	26.00
O. E. Nothling	2	52	41	0	26.00
P. M. Hornibrook	2	44	26	0	22.00
W. A. Oldfield	10	159	48	2	19.87
R. M. Oxenham	5	88	39	0	17.60
C. V. Grimmett	9	95	38*	3	15.83
T. Wall	1	9	9	0	9.00
V. Y. Richardson	4	35	27	0	8.75
D. D. J. Blackie	6	24	11	3	8.00
C. E. Kelleway	1	8	8	0	8.00
W. H. Ponsford	3	13	6	0	4.33
H. Ironmonger	4	5	4	0	1.25

* denotes not out.

AUSTRALIA—Bowling

	Overs	Maidens	Runs	Wickets	Average
T. Wall	75	13	189	8	23.62
D. D. J. Blackie	210	52	444	14	31.71
J. S. Ryder	63.5	16	179	5	35.80
C. V. Grimmett	411.2	95	924	23	40.17
H. L. Hendry	165.1	51	328	8	41.00
J. M. Gregory	41	2	142	3	47.33
P. M. Hornibrook	67	13	193	4	48.25
R. M. Oxenham	201.2	72	349	7	49.85
H. Ironmonger	162.3	59	306	6	51.00
A. Fairfax	34	4	104	2	52.00
E. L. a'Beckett	107	28	216	2	108.00
O. E. Nothling	46	15	72	0	—
C. E. Kelleway	34	9	77	0	—
A. F. Kippax	10	4	16	0	—

STORMY SPAIN

Disorders Now Becoming Worse

CABINET'S DECISION

Rigorous Imprisonment For Rowdy Students

Hendaye, Yesterday.

The Spanish disorders are becoming worse. Disturbances have broken out in Granada and the effigy of General Primo de Rivera torn to pieces.

Fathers to be Fined

Madrid, Yesterday.

Madrid's Cabinet has decided that those students guilty of participation in the disturbances will be sent to rigorous imprisonment and their fathers will be heavily fined if the students are under age.

Eighteen students, whose parents reside in the provinces, are being sent home as the universities are to be closed for a long time.—Reuter.

'FLU IN FRANCE

Mortality Among Troops

GOVERNMENT ATTACKED

Paris, Yesterday.

The heavy influenza mortality amongst French troops in Rhineland—there being 175 deaths in February alone—was critically debated in the Chamber of Deputies all night long on a Socialist motion which was tantamount to a vote of censure on the Government.

M. Painleve, whilst pointing out that the epidemic had decimated civilians and militaries alike, acknowledged that there had been individual cases of neglect, like the arrangement of route marches during the great frost.

M. Poincare declared that neither the Government nor the War Ministry was responsible for this. He promised that punishment would be meted out, the food improved, the medical staff increased, and the relatives of the deceased compensated.

The Socialist motion was rejected by 308 votes to 262.—Reuter.

STEPHEN WALSH

Death of Labour Member

EX-WAR MINISTER

London, Yesterday.

The death has occurred of Mr. Stephen Walsh, M.P., who was War

Minister in the Ramsay MacDonald regime.—Reuter.

[Mr. Walsh was member for the Ince Division, Lancs, since 1906; had been agent of the Lancashire and Cheshire Miners' Federation since 1901. In 1922 he was vice-president of the Miners' Federation. He was born in Liverpool in 1859. At 14 he began his 18 years' work as a collminer. From 1917 to 1919 he was Parliamentary Secretary to the Local Government Board. Early in the war he, with his colleagues of the Lancashire Miners' Federation, helped to raise the Pioneer Battalions. His son joined one of these battalions and was killed.]

GERMAN GOLD

£1,400,000 Worth Arrives in New York

New York, Yesterday.

A consignment of gold, valued at £1,400,000, has arrived from Berlin.—Reuter's American Service.

TUNG WAH HOSPITAL

Benefit Performance at Circus

HARMSTON'S LIBERALITY

There was a full tent at the Harmston's Circus and Royal Menagerie, Mongkok, last evening, when a special gala performance was given in aid of the Tung Wah Hospital.

The "show" was under the patronage of the Hon. Mr. R. A. C. North, Secretary for Chinese Affairs, the Hon. Sir Shou-son Chow, Kt., the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., the Hon. Dr. S. W. Tso, O.B.E., LL.D., Sir Robert Ho Tung, Kt., and the Directors of the Tung Wah Hospital.

An excellent programme was offered, all the best items in the extensive reportoire of the Circus were presented, and those who attended enjoyed a rare good treat all the more on account of the knowledge that, thanks to the generosity of "Willie" Harmston, fifty per cent. of the money they paid for admission would go to a very deserving cause.

The Circus is positively giving its last performance to-day before proceeding to Shanghai. How about celebrating St. Patrick's Day under the big top? One thing is "shure"—you won't have a "big top" on "the morning after"!

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COLONY'S MONEY

Balance of Assets Over 8 Millions

COMPARATIVE STATISTICS

On November 30, 1928, the balance of assets over liabilities in the Colony's financial statement was $8,279,677.39, which sum included $1,963,358.77 recovered from Loan Funds to the revenue.

This recovery was put in the November revenue which amounted in all to $3,834,839.51, the expenditure during the month being $1,615,552.64.

Comparative statistics (actual not estimates) for the first eleven months of 1928 and the same period of 1927 (in round figures) are appended:—

	1927	1928
Revenue	$19,208,495	$22,839,138
Expenditure	$17,726,901	$18,545,222

MEXICO'S FERMENT

War Materials From U.S.A.

TEAR GAS FAVOURED

Washington, Yesterday.

Large quantities of war materials, including tear gas, arms and ammunition have been ordered by the Mexican Government from American manufacturers to use against the rebels.

The Mexican authorities desire to use tear gas rather than poison gas so as to minimise the loss of life.—Reuter's American Service.

Mrs. Mary Ann Prosser, who celebrated her hundredth birthday at her home in Newcastle last month, received a congratulatory telegram from the Prince of Wales.

HOTELS CO. MEETING

(Continued from Page 13.)

in respect of the working of the past year, but I may say that the company appears now to have weathered the difficulties of the past four years, and, as a result of the continuous augmentation of its reserves, is in a strong position to-day. With the opening of the Peninsula Hotel heavy capital payments cease, and the cash revenue of the company being considerable, a material reduction in the indebtedness to our bankers should not be a matter of great difficulty. Consequently I have every hope that the company will revert to a dividend distributing basis in the near future.

I now formally propose that the report of the directors and the accounts for the financial year ended Dec. 31, 1928, as presented, be adopted, and that the following appropriations recommended by your directors, as incorporated in the balance sheet, be carried into effect, namely:—Transfer to General Reserve $1,000,000; Transfer to Construction and Development Reserve $200,000; Carry forward to next account $175,510.47; and I shall be obliged if a shareholder will kindly second such proposal, whereupon questions as to the report and accounts may be raised.

Seconder's Speech

Mr. J. E. Joseph said:—Mr. Chairman, Ladies and Gentlemen.—In rising to second the adoption of the report and balance sheet and accounts, as presented, I feel confident in stating that we have all just listened with no little satisfaction to the interesting review of the past year's working, from the chair. Particularly gratifying is the announcement that the company has satisfactorily weathered its difficulties and has now, with the completion of the Peninsula Hotel, turned the corner, so to speak.

Although it was only to be expected, perhaps it was a slight disappointment to a few of us to hear that the position of the company does not warrant our Board recommending a distribution this year. Nevertheless the fact should be borne in mind by all of us who have the interest and welfare of the company really at heart that the result of the working presented enabled the large sum of $1,200,000 to be set aside to add to and satisfactorily strengthen our reserves.

Very Important Fact

Some shareholders are apt at times to overlook any such achievement if unaccompanied by a distribution of dividend. However, it might be of advantage, more particularly on this occasion, to emphasise to the minds of all the very important fact that the acquisition of the whole Peninsula Hotel site and the construction and complete equipment and furnishing of this fine, modern and splendidly equipped establishment has been accomplished during a critical period of financial depression unprecedented in the history of the Colony, and furthermore, without recourse to any calls of additional capital from shareholders.

Further, it should also not be forgotten, and I feel sure all present will agree with me, that in all large undertakings, some measure of confidence by shareholders in the future, together with entire endorsement of far-sighted policy on the part of the Board, is both compatible and necessary for ultimate success.

Colony's Expansion

We have only to look back a little into the past to note the wonderful and amazing strides, more particularly of late, made in the development of motor traffic, with the coincident rapid growth and expansion of the Colony. This fact should inspire us with confidence, and give us all every reason to expect that a progressive policy consonant with the times is the right and proper one to adopt and maintain, and one which will produce in the long run the most advantageous and profitable results and eventuate to the complete satisfaction of all.

With these comments I have much pleasure in seconding the adoption of the report, balance sheet and accounts.

The chairman:—On behalf of the Board and, if I may say so, on behalf of the shareholders, I thank Mr. Joseph for his kindly remarks and speech.

Question About Buses

Mr. C. Mancini asked:—"I should like to inquire if the Hong Kong & Shanghai Hotels are 100 per cent. actual owners of this new Queen's-road bus business and buses? That is to say: Do the shareholders of this company get the full benefit of these profits or does the company merely operate wholly, or in part, for the real owners on a part profit, or remuneration basis?

The chairman:—The answer to that is that the service is operated entirely for the benefit of this company and the shareholders of the company.

(Continued at foot of next Column.)

Mr. Mancini:—Does that mean that the shareholders own 100 per cent.?

The chairman:—I think the answer I have given should cover that.

Mr. Mancini:—Thank you.

There was no other question and the chairman's motion was put to the meeting and carried unanimously.

Other Business

The Hon. Mr. W. E. L. Shenton proposed and Mr. J. M. Alves seconded a motion for the re-election of Mr. Allan Cameron and Mr. John Fleming to the Board.—Carried unanimously.

Mr. J. F. Wright proposed and Mr. N. V. A. Croucher seconded a motion that Messrs. Percy Smith, Seth & Fleming be re-elected auditors to the company at an increased fee of $8,000 per annum to cover a cumulative monthly audit.—Carried unanimously.

The chairman thanked those present for their attendance.

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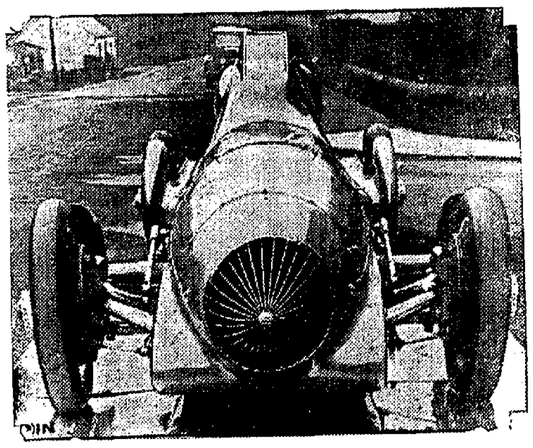

Captain Malcolm Campbell's "Bluebird," which is to have a try at a new speed record in South Africa. The car, a Napier Arrol Aster, is hailed as the ultimate in streamlining jobs. Notice the "open face" prow.

SUICIDE ATTEMPT

Captain Campbell's Decision

NO TURNING BACK

Cape Town, Yesterday.

Captain Malcolm Campbell, after fruitless attempts to find a suitable track in the Sahara and elsewhere, has finally selected the dried up bed of Lake Verneukpan, in Cape Province, 400 miles from Cape Town.

He went there in January to prepare for his attempt on the world's speed record in his car, Bluebird.

He has been inundated with messages from Britain since the death of Lee Bible urging him to abandon the "suicidal" attempt.

Captain Campbell, interviewed by Reuter, said "I have embarked on the enterprise, from which there will be no turning back." He had surmounted tremendous difficulties in connection with the track, and he had overcome others, but the track possessed wonderful possibilities, and he was confident of success. He declared that the tests were highly interesting and instructive because, whilst an altitude of 3,000 feet meant 11 per cent. loss of engine power, due to impaired carburation, some compensation was likely to accrue from the reduced air resistance to the rarefied atmosphere.—Reuter.

Manslaughter Invitations

New York, Yesterday.

The "New York World," in an editorial, says that Major Segrave and others have merely succeeded in proving the possibility of driving on a special track specially constructed, but this is useless in a car at a pace which it is too dangerous to permit. Why does not the automobile industry accept this proof as sufficient and frown on all future exhibitions? Why does any town issue invitations for manslaughter?—Reuter's American Service.

U. S. FLOODS

750 School Children Marooned

A CITY UNDER WATER

Population Forced To Climb To Roofs And Tree-Tops

Montgomery, Alabama, Yesterday.

Practically the whole population of Elba has been forced to climb to the roofs and a number of families has taken refuge on the tree tops. 150 are reported drowned and 350 children marooned in a school.

The last news, prior to the cutting off of communications, came from a brave woman telephone operator who described the onrush of the floods and said that nearly the whole city was under water.—Reuter's American Service.

[An earlier cable stated:—Very serious floods are following the heavy rains in Alabama, Georgia, Nebraska, Iowa and Illinois. Alabama has suffered the worst. At least five towns are inundated, including Flomaton and Brewton, where 10,000 persons are reported to be in danger as they are without food supplies. Four thousand were cut off on the 14th inst. at Elba.

At present it is impossible to estimate the number of dead and injured as communications have been cut off. Seaplanes are dropping bread for those marooned and in some areas national guardsmen and coastguards are attempting to rescue by means of motor-boats.]

DR. C. DOS SANTOS

Ex-Portuguese Consul at Canton

NOW PROMOTED TO GENEVA

Friends of Dr. Constantino dos Santos, B. A. (Oxon), LL.B., who was at Canton as Consul-General for Portugal for some months in 1927, will be pleased to learn that he has fully recovered from the illness which necessitated his return to Europe.

Dr. dos Santos has now been transferred to the Portuguese Diplomatic Service from the Consular Service and has been appointed on promotion to an executive position in the Portuguese Secretariat to the League of Nations.

The first hand information he was able to secure of local conditions during his residence in the East will enable him to bring to his duties a sympathetic interest in Macao and Portuguese activities in the Far East.

Practised as Lawyer

He has seen service in many centres of Portuguese influence, rendering particularly good service at Bombay, and during his short term at Canton, invaluable assistance to his country. He takes to his new appointment a wealth of experience which will be of immense value to his country.

A graduate of Oxford, Dr. Santos is, in addition, an LL.B., being called to the British Bar many years ago. As at Canton, this high Portuguese functionary has made many friends wherever he has resided by a genial presence coupled with an erudite understanding of the affairs of his office. He is the author of a number of works and, while practising as a lawyer in British India, enjoyed an extensive practice and fame.—(Photo on page 9).